The Hong Kong Daily Press.

No. 6112 號二十百壹千六第 日十二月五年丑丁緒光 HONGKONG, SATURDAY, JUNE 30TH, 1877. 六拜禮 號十三月六英 港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

June 29, ESMERALDA, British str., 895, E. Thebaud, Manila 23rd June, and Amoy 27th, General.—A. MACG. HEATON.

June 29, FU-YEW, Chinese steamer, 920, A. Croad, Canton 28th June, General.—C. M. S. N. Co.

June 29, PEKIN, British str., 3,277, Woolcott, Bombay 11th June, Galle 16th, Penang 21st, and Singapore 24th, Mails and General.—P. & O. S. N. Co.

June 29, DOUGLAS, British str., 864, Geo. D. Pitman, Foochow 26th June, Amoy 27th, and Swatow 28th, General.—D. LAPRAIK & Co.

June 29, MIKADO, British str., 2,000, James Barclay, London *viâ* Penang, and Singapore 23rd June, General.—WM. PUSTAU & Co.

June 29, SHEN-CHI, Chinese gunboat, Wade, from Chung-chow.

June 29, HOWSANG, Chinese str., 795, Lamont, Shanghai 23rd, and Swatow 28th, General.—C. M. S. N. Co.

June 29, EVENING STAR, Brit. bark, 371, Charles Asburn, Haiphong 9th June, General.—WHELER & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, JUNE 29TH.

Fu-yew, Chinese steamer, for Shanghai.
Adria, British steamer, for Saigon.
Roderick Hay, British bark, for Whampoa.

DEPARTURES.

June 29, MONTGOMERYSHIRE, British str., for Saigon.

June 29, SHEN-CHI, Chinese gunboat, for Canton.

PASSENGERS.

ARRIVED.

Per *Pekin*, str., from Bombay, &c.:—
FOR HONGKONG.
From Southampton.—Messrs. Cunningham, Band, Eccles, Thompson, Lewis, Grierson, and Rose, R.N. From Singapore.—59 Chinese.

Per *Esmeralda*, str., from Manila, &c.:—
H.B.M. Consul (Manila), Mrs. Fourern and child, Mrs. Holmes, Messrs. W. J. Palgrave, J. Heymann, A. Fabian, and J. Mung, and 280 Chinese.

Per *Douglas*, str., from East Coast:—
Captain Lang, R.N., Lieut. Hopkins, R.N., Captain Webb (28th Regt.), Messrs. Joseph, Christiernsson, Vicars, and Howden, 44 Europeans, and 127 Chinese.

Per *Evening Star*, from Haiphong:—
7 Chinese.

Per *Hewsang*, str., from Shanghai, &c.:—
30 Chinese.

Per *Mikado*, str., from London, &c.:—
Mr. Gillett and Captain Loden, and 218 Chinese.

TO DEPART.

Per *Namoa*, str., for East Coast:—
3 Cabin and 150 Chinese.

Per *Fu-yew*, str., for Shanghai:—
135 Chinese.

The following passengers proceed by the P. & O. S. N. Co.'s str. *Teheran*, to-day, at noon:—
From Hongkong to Singapore.—Mr. and Mrs. Boyle. To Malta.—Mr. Spiteri. To Southampton.—Mr. Howden. From Yokohama to Southampton.—Captain Ranton, Commander Pusey, R.N., and servant, Messrs. G. Donald, F. Brown, O. Gadsden, Cowdrup, and Cripps.

REPORTS.

The British steamship *Pekin* reports left Bombay on 11th June, Galle on the 16th, Penang on the 21st, and Singapore on the 24th, and had very fine weather the whole of the passage.

The British bark *Evening Star* reports left Haiphong on 9th June. Was 9 days working down the River; from thence had light N.E. winds to S.W. point of Hainan; thence light Easterly winds and calms to port.

The Chinese steamship *Hewsang* reports left Shanghai on 23rd June, and Swatow on the 28th. From Shanghai to Swatow had fresh Easterly winds and heavy cross sea; from thence to port light Southerly winds and fine weather.

The British steamship *Mikado* reports left London and Singapore on 23rd June, and experienced fine weather throughout. Arrived at Hongkong on the morning of the 29th, all well, with the exception of the death of two Chinese who came on board at Singapore in a very weak state of health.

The British steamship *Douglas* reports left Foochow on 26th June, Amoy on 27th, and Swatow on the 28th, and had light S.W. monsoon and fine weather throughout. In Foochow, strs. *Scindia*, *Viking*, and H.M.S. *Mosquito*. The steamship *Penguin* left on the morning of the 24th. The steamship *Fleurs Castle* left on the morning of the 23rd. In Amoy, H.M.S. *Hornet*, strs. *Hailoong*, *Foochow*, and *Cheang Hock Kian*. In Swatow, strs. *Hewsang*, *Hochung*, *Nerna*, and *Tientsin*. Off Bell Island, passed the steamship *Yesso*, bound North, on the morning of the 28th.

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Cactus O.	Cardiff	Feb. 18
F. P. Lichfield	Cardiff	Feb. 19
Maiper	Cardiff	Feb. 19
Penrith	London	Feb. 29
Enid	London	Feb. 20
Gold Hunter	Cardiff	Feb. 22
D. McH. Park	Sunderland	Feb. 27
Khedive	Antwerp	Mar. 8
Isles of the South	Cardiff	Mar. 1
Paracon	Cardiff	Mar. 1
Nimbus	Cardiff	Mar. 2
Jala	Cardiff	Mar. 4
Lord Macaulay	Cardiff	Mar. 4
Golden Spur	Cardiff	Mar. 16
Antwerp	London	Mar. 13
Victoria	Swansea	Mar. 15
C. W. Cochrane	Liverpool	Mar. 19
Birling (s.)	Cadiz	Mar. 29
May Queen	Cardiff	Mar. 22
Fortuna	Antwerp	Mar. 22
Commissary	London	Mar. 20
Cygnus	Cardiff	Mar. 29
Rota	Cardiff	April 9
Sydenham	Cardiff	April 3
Kaisow	London	April 5
St. Elmo	Cardiff	April 17
Adolph	Hamburg	April 10
Woodhall	Antwerp	April 10
H. S. Sandford	Cardiff	April 11
Galatea	Cardiff	April 11
Pilgrim	Cardiff	April 12
Vega	Hamburg	April 13
Penshaw	Antwerp	April 13
Antipodes	Cardiff	April 13
Benefactor	New York	April 14
Titan	Penarth	April 14
Staghound	Liverpool	May 8
James Shepherd	London	May 9
Woodville	Hamburg	May 7
Banian	Liverpool	May 8
David	Antwerp	May 10
Naworth	Antwerp	May 11
Atlanta (s.)	Cuxhaven	May 12
Peruvian	Liverpool	May 12
Chandos	Cardiff	May 12
Sophia	Liverpool	May 15
William Cobb	Newcastle	May 15
Ferdinand Brunn	London	May 16
Meteor	Hamburg	May 16
Melusine	Penarth	May 19
Jubilee	Newcastle	May 20
Pym	Newcastle	May 29
Thorkeld	Sydney	—
Glenfalloch	London	—

AUCTION SALES TO-DAY.

None.

NOTICES OF FIRMS.

NOTICE.

MR. WM. O. HOWLAND is authorized to SIGN our FIRM'S NAME per procuration.
WILLIAMS & Co.
Swatow, 1st December, 1876. [6m894

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG are authorized to SIGN the NAME of our FIRM per procuration at FOOCHOW, and Mr. F. F. ELLWELL at AMOY.
RUSSELL & Co.
China, 1st June, 1877. [6m844

NOTICE.

MR. WILHELM CARL ENGELBRECHT VON PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been ADMITTED PARTNERS in our FIRM from the First of January, 1877.
WM. PUSTAU & Co.
Hongkong, Canton, and Shanghai, 16th April, 1877. [3m500

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. W. H. BELL in the *Hongkong Daily Press*, and the Business connected therewith, CEASED on the 31st December last.
The Business will, in future, be conducted on my own account.
YORICK JONES MURROW,
Proprietor,
by his Attorneys WM. PUSTAU & Co.
Daily Press Office,
Hongkong, 5th April, 1877.

NOTICE.

MR. EDWARD BURNIE will conduct the BUSINESS of my Office, during my temporary absence from the Colony.
R. H. CAIRNS,
Surveyor to Local Offices and Lloyds', Register of Shipping.
2, Club Chambers,
Hongkong, 19th March, 1877. [8m430

NOTICE.

I HAVE This Day established myself as SHIPBROKER.
ROBERT DROSS.
Hongkong, 25th June, 1877. [2w981

NOTICE.

MR. F. C. DITTMER is authorized to SIGN our Firm per Procuration.
SANDER & Co.
Hongkong, 23rd June, 1877. [982

NOTICE.

WE have This Day opened a BRANCH of our Firm at AMOY in connection with that of Swatow. Mr. M. G. SCOTT will act as our Agent.
LLOYD, KHOO TEONG POH & Co.
Swatow, 11th May, 1877. [2m741

NOTICE.

I HAVE This Day established myself at AMOY as AGENT for the Firm of LLOYD, KHOO TEONG POH & Co.
M. G. SCOTT.
Amoy, 11th May, 1877. [2m742

NOTICE.

I HAVE This Day established myself at this Port as GENERAL COMMISSION AGENT.
E. A. RAVEN.
Canton, 23rd June, 1877. [2m977

VICTORIA DISPENSARY.

ON and after the 6th November, 1876, and until further notice, the Business of the above-named Dispensary will be carried on by the Undersigned.
WM. CRUICKSHANK,
Manager.
Hongkong, 21st November, 1876. [tf1367

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL ..... £800,000.
RESERVE FUND ..... £110,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application. [885

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.
RESERVE FUND ..... 500,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. Bellilios, Esq. | A. McIver, Esq.
W. H. Forbes, Esq. | Wilhelm Reimers, Esq.
Hon. W. Keswick. | Ed. Tobin, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 12 months 5 per cent. per annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 29th March, 1877.

THE UNION MARINE INSURANCE COMPANY LIMITED.

THE Undersigned, having been appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and issue Policies by any First-class Steamers, at CURRENT RATES, payable either here, in London, in Liverpool, or at the principal Ports of India and the East.
BIRLEY & Co.,
Agents.
Hongkong, 22nd May, 1877. 3m777

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [tf539

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [tf1193

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
NORTON & Co.,
Agents.
Hongkong, January, 1876. [1f8

TO BE LET.

TO BE LET.

THE PREMISES, No. 39, QUEEN'S ROAD, late in the occupation of The Borneo Company, Limited.
Apply to TURNER & Co.
Hongkong, 11th May, 1877. [tf730

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.
Apply to OLYPHANT & Co.
Hongkong, 1st March, 1877. [tf463

TO LET.

HOUSES, Nos. 8 and 9, SEYMOUR TERRACE.
No. 10, ALBANY ROAD, lately occupied by the Rev. R. H. KIDD.
"BISNEE VILLA," POKFOOLUM, Furnished.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 16th June, 1877. [tf512

TO LET.
(With Immediate Possession),

THE UPPER PART of No. 62, PRAYA, either for Offices or Godown.
Apply to ROBERT MORE.
Hongkong, 27th June, 1877. [3d1005

TO LET.

THE THREE LARGE HOUSES (recently thoroughly repaired) known as FLETCHER'S BUILDINGS, adjoining the Control Department. They may be occupied as entire Dwellings or in Flats, and would be suitable for a Mess or Boarding Establishment.
Also,
SPACIOUS GRANITE GODOWNS, connected with the above, fronting the Harbour and Queen's Road.
Apply to
SHARP, TOLLER, AND JOHNSON, Solicitors.
Supreme Court House,
Hongkong, 23rd April, 1877. [625

TO LET,
(With Immediate Possession),

A COMMODIOUS BUNGALOW, known as PARSEE VILLA, situated at ROBINSON ROAD, with Out-houses, Flower and Vegetable Gardens attached, and Gas laid on.
Apply to D. NOWROJEE,
tf795 Hongkong Hotel.

TO LET.

THE HOUSE, No. 15, HOLLYWOOD ROAD, from the 1st proximo. Water and Gas laid on. Apply to
TATA & Co.
No. 11, Hollywood Road,
Hongkong, 6th June, 1877. [25d866

TO LET.

THE DWELLING HOUSE & OFFICES, No. 1, D'AGUILAS STREET, lately in the occupation of Messrs. DOUGLAS LAPRAIK & Co.
The DWELLING HOUSE No. 1, ALEXANDRA TERRACE. Possession from the 1st June next.
The DWELLING HOUSE, No. 6, GOUGH STREET. Possession from 1st July next.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 31st May, 1877. [760

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
Hongkong, 4th October, 1876. [1335

NOTICE.

THE Undersigned has been appointed AGENT at THIS PORT for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).
W. H. NOTLEY.
Hongkong, 6th June, 1877. [tf374

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in Premia for LIFE INSURANCE in China.
Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON,
Hongkong, 27th September, 1875. [1465

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [333

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 % allowed.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 8th January, 1875. [48

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [tf1192

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
ESTABLISHED 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).
GILMAN & Co.,
Agents.
Hongkong, 7th July, 1874. [tf1063

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of Premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risks to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co.,
Agents.
Hongkong, 1st July, 1874. [tf1026

AUCTIONS.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have just received from Japan some Very Choice and Rare Specimens of:
NEW and OLD SATSUMA, KAGA, and KUTANI WARE, LACQUERED WARE, BRONZES, IVORY CARVINGS, and ILLUSTRATED BOOKS.
Also,
An Invoice of JEWELRY, comprising:—BROOCHES, EARRINGS, LOCKETS, Shirt STUDS, &c., &c., &c.
The above are now on view, and will be Sold by Public Auction, on
MONDAY,
the 2nd July, 1877, at 2 o'clock P.M.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
Hongkong, 27th June, 1877. [1009

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. MOSSOP, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to Sell by Public Auction, on
MONDAY,
the 9th day of July, 1877, at Noon, on board the American Barquentine
"ROSINA,"
of 406 tons Register, or thereabouts, as she now lies in the harbour of Hongkong, with Two Suits of WORKING SAILS, One Suit new SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her APPURTENANCES.
The Vessel was Re-metalled and Repaired in New York in December, 1874, and then classed *A1 for four years in American Lloyds. She was again Re-metalled and Repaired at Melbourne in November, 1876, at a cost of about $1,000, and supplied with the new Suit of Sails referred to at a cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters' Association, Limited, as being fit to carry dry and perishable Cargo to any part of the world.
She carries 580 tons of Coals, or 800 tons Light Cargo of 40 cubic feet, 9,000 piculs of Rice, on 14 feet draft. She is a fast sailing vessel, and is in complete order for sea on the shortest notice.
She has Four Bow Timber Ports; two in the lower hold, 32 by 32 inches, and two in the 'tween decks 40 by 28 inches.
For further Particulars and Inventory, apply to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7. The Vessel to be at Purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, 19th June, 1877. [945

SPANISH CONSULATE.

TO be SOLD by PUBLIC AUCTION, at the Offices of the Marine Department, Manila, on the 6th day of September next, at 10 o'clock A.M., the Spanish War Vessels "BERENGUELA" AND "CIRCE" (declared by the Government "useless for further service").
Conditions of Sale, Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Offices of this Consulate.
The upset Prices of the Vessels will be for the
Frigate "BERENGUELA" $20,926.98
Corvette "CIRCE" " 3,278.27
and no offer will be received which does not exceed these amounts.
A. FARAUDO,
Consul for Spain.
Hongkong, 12th June, 1877. [1m905

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MEILCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. tf1730

NOTICE.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE COMPANY.

The BUSINESS of this COMPANY has This Day been TRANSFERRED to THE MARINE INSURANCE COMPANY, of 20, Old Broad Street, London.
By Order of the Proprietors,
WILLIAM HUNT,
Secretary.
137, Leadenhall Street, London,
1st January, 1877.

THE MARINE INSURANCE COMPANY.
ESTABLISHED 1836.

CAPITAL ..... £1,000,000 Sterling.
RESERVE FUND ..... £340,000 Sterling.

With reference to the foregoing advertisement, THE MARINE INSURANCE COMPANY has This Day taken over the Business of the LONDON AND ORIENTAL STEAM TRANSIT COMPANY, and has appointed Mr. A. McIVER as its AGENT at HONGKONG.
By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.
20, Old Broad Street, London,
1st January, 1877.

THE Undersigned is prepared to ACCEPT RISKS and ISSUE POLICIES on behalf of the MARINE INSURANCE COMPANY by any First-class Steamer.
A. McIVER,
Agent of the Marine Insurance Company of London.
Hongkong 16th February, 1877. [288

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.
RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [1

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 400,000, EQUAL TO $555,555.55.

DIRECTORS.
LEE SING, of the Lai Hing Firm.
CHAN SHUNG LAI, of the Lai Yuen Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
PUN PONG, of the Wy Sing Firm.
MANAGER.—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
Head Office, 48, Bonham Strand,
Hongkong, 1st June, 1877. [tf859

INTIMATIONS.

CHINESE IMPERIAL 8 PER CENT. LOAN OF 1874.

THE COUPONS falling due 30th JUNE NEXT of the above Loan, together with the Bonds Drawn for Redemption on that Date, will be PAID at the Office of this Corporation on and after the 30th June.
The Coupons and Drawn Bonds must be left three clear days for examination.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents Issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, June 25th, 1877. [991

CHINESE IMPERIAL 8 PER CENT. LOAN OF 1874.

A LIST of the DRAWN BONDS Repayable in Hongkong on the 30th June, and in London on the 19th August, can be obtained by the Holders on application at the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents Issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, June 25th, 1877. [992

CHINESE IMPERIAL 8 PER CENT. LOAN OF 1874.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at par, in Hongkong, on the 30th of June, and in London, on the 19th of August next, when the Interest thereon will cease to be payable, were this day Drawn at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, No. 31, Lombard Street, in this City, in the presence of Mr. GEORGE H. BURNETT, Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.
314 BONDS NOS.:—

15	25	46	65	83	108	
129	142	175	199	217	233	
258	280	293	311	327	357	
373	394	417	430	450	473	
499	517	534	546	575	594	
612	637	644	669	697	709	
731	757	780	800	817	830	
846	867	894	907	931	955	
979	989	1018	1028	1047	1073	
1092	1117	1122	1158	1178	1193	
1216	1228	1248	1267	1286	1304	
1327	1357	1373	1382	1415	1434	
1453	1475	1492	1501	1525	1552	
1575	1592	1605	1634	1656	1677	
1684	1707	1733	1756	1765	1784	
1811	1822	1851	1874	1900	1919	
1930	1955	1974	1994	2020	2040	
2049	2078	2096	2118	2134	2151	
2174	2198	2218	2232	2257	2278	
2299	2305	2333	2346	2364	2397	
2419	2431	2455	2465	2487	2504	
2521	2551	2578	2582	2602	2631	
2653	2677	2689	2701	2733	2754	
2774	2785	2802	2833	2860	2892	
2892	2901	2924	2958	2976	3000	
3019	3027	3042	3077	3082	3119	
3123	3145	3162	3183	3217	3237	
3260	3278	3285	3314	3325	3358	
3362	3382	3407	3425	3453	3479	
3489	3509	3523	3543	3579	3583	
3610	3621	3652	3671	3681	3709	
3739	3745	3767	3794	3805	3823	
3854	3863	3890	3901	3934	3945	
3963	4000	4006	4040	4052	4073	
4100	4105	4130	4149	4163	4191	
4217	4227	4243	4277	4298	4315	
4340	4359	4369	4384	4407	4428	
4454	4474	4495	4518	4530	4544	
4576	4599	4601	4637	4648	4668	
4699	4716	4724	4750	4773	4798	
4805	4839	4860	4871	4897	4901	
4928	4954	4966	4982	5016	5023	
5044	5075	5089	5102	5123	5146	
5161	5191	5216	5236	5242	5268	
5298	5308	5340	5356	5362	5391	
5398	5410	5424	5457	5477	5484	
5510	5530	5551	5561	5597	5604	
5626	5645	5677	5688	5706	5740	
5760	5775	5797	5804	5825	5857	
5879	5888	5908	5921	5960	5976	
5994	6015	6035	6060	6077	6094	
6104	6128	6155	6173	6183	6205	
6226	6277					

Amounting together to the sum of £31,315.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
GEO. H. BURNETT,
Accountant.
London, 17th April, 1877.
Countersigned,
W. W. VENN, Junior,
Notary Public.
2, Pope's Head Alley, Cornhill, E.C. [993

NOTICE.

LANE, CRAWFORD & CO., having been appointed SOLE AGENTS in HONGKONG for Messrs. HOBOKEN, DE BIE, and TORLEY, of ROTTERDAM, call attention to the HIGH QUALITY of their GENEVA.
Hongkong, 5th June, 1877. [1m857

FOR SALE.

A Substantially built STEAM LAUNCH, in good Order and Condition.
DIMENSIONS.—Length about 35½ feet; Beam about 6½ feet; Depth below Deck about 3½ feet.
For Particulars, apply to
LAMMERT, ATKINSON & Co.
Hongkong, 30th May, 1877. [825

FOR SALE.

SPANISH WINES,
NAMELY:—
SUPERIOR OPORTO, IN WOOD.
SUPERIOR TINTO, IN WOOD.
SUPERIOR SHERRY, IN WOOD.
SUPERIOR MALAGA, IN WOOD.
MANZANILLA, IN BOTTLES.
Apply to REMEDIOS & Co.
Hongkong, 7th June, 1877. [1m876

FOR SALE.

RAMSEY'S BUNGALOW, situated in Chefoo, on the South side of Yentai Hill, standing on its own Ground; containing Eight Rooms, Bath-rooms, Out-houses, &c., together with Gardens.
For further Particulars, apply to
Messrs. CAMPBELL & Co., Swatow; or, Messrs. CORNABE & Co., Chefoo.
Swatow, 12th June, 1877. [tf919

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AND IMPORTER OF
FRENCH GOODS,
44, QUEEN'S ROAD, HONGKONG.

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MEILCHERS & Co.
Hongkong, 27th March, 1876. [tf674

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868 [tf717

INTIMATIONS.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

FOREIGN ATTACHMENT.

Suit No. 517.

Plaintiffs—HERMANN MEILCHERS, ADOLPH ANDEE, WILHELM REIMERS, and CARL REEBS, trading together under the style or firm of MEILCHERS AND COMPANY.
Defendant—LEONG TAT.

NOTICE is hereby given that a Writ of Foreign Attachment returnable on the 3rd day of July, 1877, against all the Property, moveable or immoveable, of the above-named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."
Dated the 15th day of June, 1877.
WILLIAM H. BRERETON,
Solicitor for the Plaintiffs,
29, Queen's Road,
Hongkong. [7d983

PRESENT TEA.

LANE, CRAWFORD & CO.'S "CUMSHAW MIXTURE,"
SEASON 1877
will be ready for delivery about 1st July.
PRICE, delivered FREE in any part of the United Kingdom, per 10 Catty Box 314; per 5 Catty Box 38.
Early application is requested.
Hongkong, 15th June, 1877. [16d929

NOTICE.

PIANOS, &c., TUNED AND REPAIRED,
BY
A. HAHN,
Care of Messrs. LANE, CRAWFORD & Co., or Messrs. CHAS. J. GAUPP & Co.
Hongkong, 9th June, 1877. [1m888

FOR SALE.

COTTAGE PIANOS.
Apply to
SIEMSSEN & Co.
Hongkong, 31st May, 1877. [tf831

FOR SALE.

SEVEN CHINESE HOUSES, situated on QUEEN'S ROAD EAST.
A GATLING GUN, in splendid working order.
For Particulars, apply to
J. M. ARMSTRONG.
Hongkong, 18th April, 1877. [593

DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUTS CONSULTING and OPERATING ROOMS will be on the Ground-floor of the HOTEL DE L'UNIVERS.
Hongkong, 28th May, 1877. [tf808

WANTED, a SITUATION, by a respectable WIDOW, as ATTENDANT on CHILDREN or an INVALID LADY proceeding to Europe. Good References. Address "A.B.," care of *Daily Press* Office.
Hongkong, 4th May, 1877. [694

"JAPAN GAZETTE."
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at HALF-PAST SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of this COMPANY will be CLOSED from 20th to 30th instant, both days inclusive.
By Order of the Board of Directors.
OLYPHANT & Co.,
General Agents.
Head Office,
Hongkong, 11th June, 1877. [90g

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a LIST of their CONTRIBUTION for the year ending 31st December, 1876, in order that the distribution of the Nett Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next will be adjusted by the Office, and no claim or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 1st May, 1877. [4m675

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of

NOW READY FOR SALE.

THE CHRONICLE AND DIRECTORY
FOR 1877.
(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

It contains:—

THE DIRECTORY FOR HONGKONG.
THE DIRECTORY FOR CANTON.
THE DIRECTORY FOR WHAMPOA.
THE DIRECTORY FOR MACAO.
THE DIRECTORY FOR HOIHOW.
THE DIRECTORY FOR SWATOW.
THE DIRECTORY FOR AMOY.
THE DIRECTORY FOR FORMOSA.
THE DIRECTORY FOR FOOCHOW.
THE DIRECTORY FOR NINGPO.
THE DIRECTORY FOR SHANGHAI.
THE DIRECTORY FOR CHINKIANG.
THE DIRECTORY FOR KIUKIANG.
THE DIRECTORY FOR HANKOW.
THE DIRECTORY FOR CHEFOO.
THE DIRECTORY FOR TAKU.
THE DIRECTORY FOR TIENTSIN.
THE DIRECTORY FOR NEWCHWANG.
THE DIRECTORY FOR PEKING.
THE DIRECTORY FOR JAPAN.
THE DIRECTORY FOR PHILIPPINES.
THE DIRECTORY FOR SAIGON.
THE DIRECTORY FOR HAIPHONG.
THE DIRECTORY FOR HANOI.
THE DIRECTORY FOR SINGAPORE.
THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong and the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chromo-lithograph of a

PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF SHANGHAI;
Chromo-lithograph Plate of the NEW CODE of SIGNALS in use at the PEAK;
Also of the various HOUSE FLAGS
(Designed expressly for the Work);
and
MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO	Mr. L. A. de Grace
SWATOW	Messrs. Campbell & Co.
AMOY	Messrs. Wilson, Nicholls & Co.
FORMOSA	Messrs. Wilson, Nicholls & Co.
FOOCHOW	Messrs. Hedge & Co.
NINGPO	Messrs. Kelly & Walsh, S'ghai.
SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Walsh.
HANKOW and RIVER PORTS	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
CHEFOO and NEWCHWANG	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
TIENTSIN and PEKING	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI	The C. and J. Trading Co.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [827

BIRTHS.

At Hongkong, on the 17th June, the wife of ANDREW MILLAR, of a Daughter.

At Hongkong, on the 19th June, the wife of JOHN BREMNER, R.N., of a Son.

MARRIAGE.

At No. 2, Praya East, Hongkong, on 16th June, by the Rev. James Lamont, EDWARD BURNIE, to JESSIE, daughter of J. Inglis, Esq.

DEATHS.

On the 16th May, at 29, Quai du Port, Marseilles, Mr. W. H. BELL, formerly of Hongkong.

At Takow, Formosa, on the 11th instant, ROBERT WILSON, aged 32 years.

The Daily Press.

HONGKONG, JUNE 30TH, 1877.

THE clauses of the Chefoo Convention have been pretty well discussed in the columns of the Press, both in China and at home, and it is now some time since the document made its appearance, but an opinion upon it by a representative commercial body, even at this late date, must necessarily be both of interest and importance. The letter of the Chairman of the Shanghai Chamber of Commerce on the Chefoo Convention would have seen the light long ago had not the Committee waited for a promised memorandum by Sir THOMAS WADE on the subject. This document having failed to make its appearance, it was deemed advisable to publish the letter without further delay, lest such prolonged silence should be misunderstood. The Shanghai Chamber of Commerce is entitled to a fair hearing, and any opinion emanating officially from it will naturally command the attention of Lord DERBY. It matters little, comparatively speaking, that few of the suggestions thrown out are original; they are sure to excite more earnest consideration than the utterances of those who have no commercial interests in China. It is well, therefore, that the Chamber has stepped forward to expose anew the defects in Sir THOMAS WADE's famous Convention before it is ratified. The attention of the British Ministry is now so taken up by the all absorbing Eastern Question that it is probable the Chefoo Convention will not be finally ratified for some months to come, hence there will be time enough for the consideration of the objections of the Shanghai Chamber to some of its provisions.

It may be as well, without travelling too much over old ground, to briefly notice the chief points in the Convention to which the Shanghai Chamber takes exception. As might have been expected, the Chamber touches very briefly on the political aspect of the Convention, but it expresses regret at the failure to inculpate and bring the actual instigators of the murder of poor MARGARY to justice. Referring to the indemnity of Tls. 200,000, which the British Plenipotentiary agreed to accept in full satisfaction of the outstanding claims of British merchants arising out of the action of the Chinese Government up to the commencement of 1876, as well as compensation to the families of the officers killed in Yunnan, the Chamber points out that, if it is intended as a condonation for all the illegal imposts upon British trade from the commencement of foreign intercourse, it is altogether inadequate and unsatisfactory. Two hundred thousand taels would indeed be a paltry compensation for the enormous losses sustained by British merchants through the infringement of the treaties by the Chinese in the imposition of illegal imposts on trade. The opening of the new ports is regarded by the Chamber as a valuable stipulation, involving a practical renunciation of the policy assumed towards China by Her MAJESTY'S Government a few years ago. It is, probable, however, that the concession will prove chiefly valuable as the recognition of a principle, as it is doubtful whether the actual and immediate gain to trade will be very great. It would have been better, as the Chamber hints, if instead of opening any specified ports, a stipulation had been made whereby foreign trade might have been admitted to any ports or places at which, by common consent, the respective Governments would arrange to appoint Consular and Custom House officials. In that event, instead of opening four ports chosen before their capabilities had been tested, ports could have been selected at various times when it had been clearly shown there was a certain prospect of a remunerative business springing up in them.

But perhaps the most generally important sections of the Chamber's letter are those dealing with the questions of *lekin* and the taxation of opium. The Chamber draws attention and emphasizes the fact—before pointed out in these columns—that the Convention practically recognises the right of the Chinese Government to levy *lekin* on foreign goods except within the limits of the foreign settlements. This clause alone, we consider, ought to be sufficient to damn Sir THOMAS WADE's much vaunted settlement of the Yunnan difficulty. The Chamber proceeds to make some valuable suggestions with reference to inland taxation. It says that the only certain way to protect trade is "to declare that goods of foreign origin, after payment of import duty, are free from further duty so long as they remain at the port of entry. On being forwarded inland or re-shipped to a non-treaty port, they will be liable to the ordinary dues unless accompanied by a commutation certificate." The whole matter needs treating from a common-sense point of view, and in order to arrive at that, it will be necessary to put aside the plausible arguments of Chinese officials. Turning to the clause treating on the taxation of opium, the Chamber waxes even more serious, and points out the grave consequences which the acceptance by the British Government of the concession proposed would involve. The Government of Peking has long connived at the cultivation of the poppy in the Central Kingdom, though it has periodically reiterated the meaningless edicts against the practice of smoking the drug. It has been asserted, and many people are disposed to credit the statement, that the Chinese Government, instead of putting down the growth of opium in its own dominions, is anxious to make China independent of outside sources of supply. It is difficult to say what amount of truth there may be in this assertion, but it is more probable that the great object of the Government in endeavouring to obtain permission to increase the duty on Indian opium is to secure an additional revenue from it. The effect, however, is likely to be the same in either case, namely, to place it in the power of the Chinese to greatly curtail, if not even to extinguish, the trade in the Indian drug. The Chamber has done well to dwell upon this important fact, and it is earnestly to be hoped that Lord SALISBURY'S attention will be drawn to it in his capacity as Secretary for India. There are many other flaws in the Convention, which we sincerely trust will be thoroughly revised before the Home Government consents to ratify it.

Dr. N. B. Dennys, Assistant Protector of Chinese Immigrants at Singapore, has been appointed a Justice of the Peace for the Straits Settlements.

Return of visitors to the City Hall Library and Museum for the week ending June 27th:—

	EUROPEAN.	CHINESE.
Thursday	52	410
Friday	38	308
Saturday	33	323
Sunday	34	Sunday
Monday	34	442
Tuesday	37	316
Wednesday	46	415
	273	2,213

We hear that His Excellency the Governor has been in correspondence with the Humane Society relative to the Society's practices. The correspondence not having been made public, we do not know what His Excellency's objections to the Society are, but it is stated that in future practice is not to be allowed between Whitfeild Police Station East and Captain Sands' patent slip West. The members naturally feel annoyed at this interference in the carrying out of their good intentions, more especially as the Fire Brigades practise in the town without objection, and the obstruction they create is greater than that caused by the Humane Society's exercise.

The *Straits Times* says that a telegram from Mr. Carrie, one of the passengers by the wrecked steamer *Mekong*, mentions that the passengers were rescued by the steamer *Glenartney*.

We are requested to state that the Criminal Sessions of this month is further postponed to Tuesday, the 10th proximo. Jurors will therefore not have to attend before that date. The adjournment is, we hear, on account of the illness of one of the witnesses.

An inquest was held yesterday by Mr. Russell, coroner, and a jury consisting of Messrs. T. N. Driscoll, F. R. Rogers, and G. Wieler, on the body of a female named Wong Hi Tsoi, concubine of a Taoist priest. It was supposed that she had been poisoned with opium, and some suspicion attached to the wife, who is childless, while the concubine was a mother. The deceased had been beaten a few days before her death by the wife and a second concubine, in consequence of some words which had passed on the subject of children, and, when the death was reported to the police the priest and his wife and second concubine were taken into custody. Dr. Wharry, however, who had made a *post mortem* examination, said he found no traces of opium, and ascribed death to exhaustion from fever. There were some bruises on the body and places apparently eaten by ants. The jury returned a verdict of death from natural causes.

We take the following items from the *London and China Express* of 25th May:—

A visit of Dr. Macgill, of the United Presbyterian Synod, to China has been proposed.

The 22nd May was a heavy day for acceptors in the China and Japan trade, but we have not heard of any defaulters.

Captain F. A. Hume, of H.M.S. *Immortalité*, has been tried by court-martial upon a charge of serious offences at Singapore, and has been dismissed the service.

The British brig *Maid Marian*, from Cardiff to Hongkong, put in to Capetown on April 28, to repair damage received in severe gales.

The *Himalaya*, troopship, arrived in Plymouth Sound on May 24th. She has on board, besides the crews of several gunboats relieved on the China station, the right wing of the 32nd Regiment, which will be disembarked to-day, and take up quarters in Tregantle Fort, Plymouth.

At the meeting of the Aborigines' Protection Society, which took place on the 23rd May, Sir Benson Maxwell, the chairman, formerly Chief Justice of the Straits Settlements, made some very important observations on the circumstances which led to the murder of the late Mr. Birch.

The Lords of the Admiralty have arrived at no decision with regard to the successor to Vice-Admiral Ryder as Naval Commander-in-Chief in China. The ability shown by Vice-Admiral Ryder in the discharge of his duties on the Station has induced the authorities to prolong his stay there for as long a period as possible.

We understand that Mr. Davidson, the late Resident at Perak, has declined an invitation to a public dinner, at which it was desired to express satisfaction with his administration in the native States. Mr. Davidson, while warmly appreciating the honour sought to be conferred on him, deprecates any formal manifestation of it.

The German barque *Ferdinand Brumm*, Voss, from London to Hongkong, with a general cargo, has put into Portsmouth having been in collision on May 20th with an unknown steamer, off Dungeness; lost outwater, bobstay, anchor stock, fore-topgallant-mast, jibstays, guys, &c., and part of rail on starboard bow. She makes no water.

The Chinese Ministers have attended a ball given at Willis's Rooms in aid of the Central London Throat and Ear Hospital, Gray's-inn-road. The entertainment was numerously and fashionably attended, being also under the immediate patronage of the Brazilian Minister, the Lord Mayor and the Lady Mayoress, and many other distinguished personages. They were also present at the first great firework display of the season at the Crystal Palace, and will be present at the dinner of the Geographical Society.

The Envoy of his Highness the Amir of Kashgar and suite arrived in England on the 18th inst., and on arriving in London was received by Mr. Fitzgerald, on behalf of the India-office. His Excellency is accompanied by four attachés, and by an English political agent, Captain Molloy. On the 23rd inst. the Envoy visited the Aquarium at Brighton, accompanied by Mr. Shore, Her Majesty's Consul at Kashgar, and Mr. G. S. V. Fitzgerald, aide-de-camp to the Marquis of Salisbury.

The Emperor of Russia has finally sanctioned the construction of the Orenburg-Tashkent Railway Line. The line will proceed from Orenburg to Orsk, Djitikul, and the Lake of Knyenk, where it divides into a northern and southern branch, the northern branch joining the Siberian railway system at Troitsk and Ekaterinburg, and the southern going on to Tashkent Kogalshar, and Djulck. The line, avoiding the desert and steppe, is circuitous; 1,800 versts of rails will be required between Orenburg and Tashkent, not including the branch line at Troitsk, which is 300 versts long.

The latest mail advices received home were:—Foochow April 11th, Yokohama 12th, Shanghai 13th, Manila 18th, Hongkong 19th, Batavia 22nd, Singapore, 26th, Galle May 2nd. The P. and O. mail from Yokohama 3rd, Shanghai 6th, Hongkong 12th, Singapore 19th April, was received, *viâ* Brindisi, on the 21st May, its due date; and the French mail, *viâ* Marseilles, with a week's later dates—as given above—came in on the 24th May, four days early. The Japan advices by both mails were anticipated by those dated Yokohama 12th April, per Occidental and Oriental Company's steamer *Belgic*, received *viâ* San Francisco on the 22nd May. The next inward (P. and O.) mail, which, owing to the change of monsoon, brings only two days' later dates, viz., Yokohama 11th, Shanghai 15th, Hongkong 21st, Singapore 29th April, is due, *viâ* Brindisi, on the 4th June, and left Galle on the 9th May, one day early.

The total quantity of tea delivered from the bonded warehouses in London during the week which ended on the 19th May amounted to 3,470,326 lbs., which was 269,740 lbs. more than was cleared during the corresponding week of 1876. Of this quantity, 2,284,948 lbs. went for home consumption, 341,564 lbs. for exportation, 3,386 lbs. for ships' stores, and 830,428 lbs. went coastwise to various outports, 101,358 lbs. having been for immediate exportation. The sum paid in London during the week for tea duty was £57,373 14s., an increase of £3,290 7s. 6d. over the amount derived from the same source of revenue during the corresponding week of last year. The following were the quantities of the other principal dutiable articles withdrawn from the London bonded warehouses for home consumption during the week:—Coffee, 436,349 lbs.; cocoa, 61,960 lbs.; tobacco, 350,676 lbs.; cigars, 12,491 lbs.; wine, 149,566 gallons; brandy, 28,312 gallons; and rum, 26,565 gallons.

The Members of the Second Chamber have left the Hague for the summer recess, but before the adjournment the Minister of the Colonial Department gave some most important information about the Atjeh War. Mr. Fransch van de Putte asked for some elucidations chiefly with reference to the effect of the visit paid by the Governor-General to Atjeh; and the answer of the Minister may be summarised as follows:—Mr. Mees in the first place referred to the difficulties which attended the campaign against a brave enemy without the least fear of death, and against cholera, morass fevers, want of pure water, want of hospitals, with an army enfeebled by sickness and fatigue. The end of the war cannot yet be foreseen. The national honour and our *prestige* in the Indian Archipelago are both at stake, and it is necessary to act promptly and decisively if we wish to save our reputation. In the beginning the war cost one million of guilders a month; this year the cost will be thirteen millions, and next year sixteen millions will be required. Such an expenditure cannot last much longer. This fact had induced the Governor-General to ask permission to visit the northern coast of Sumatra, in order to establish a permanent system of government there. As to the results of the visit the Minister stated that the Governor-General had formed an excellent opinion of our establishment there. The population acknowledge our authority, and are beginning to trust us. They are weary of the war, which is only continued at the instigation of the chiefs. These are the outlines of the speech of Mr. Mees.

Rajah Brooke holds in Brooke, put before the recollection of the House of Commons an unexpected manner, through the ill-considered and intemperate invectives in which Mr. Gladstone unfortunately so often indulges, and by which he so greatly detracts from the weight of much that he says and writes. In the course of his speech in the House of Commons on the Eastern Question, he stated that he could not recollect a more shameful proceeding on the part of any country than the slaughter of the Dyaks by Her Majesty's forces and by Sir J. Brooke, adding that this was vindicated and approved by the House. This uncalled for and unwarranted attack upon the late Sir J. Brooke has, we notice with pleasure, called forth from Earl Grey an earnest but temperate vindication of the memory of the late "Rajah." The aged peer, who shows that he still retains enough of his old fire to be able to make a good stand in the interests of justice, gives the details of the matter alluded to by Mr. Gladstone, and which show clearly that the suppression of the Dyak pirates was a perfectly justifiable and necessary act, and that Mr. Gladstone's implied censure of the House of Commons was unwarranted by the circumstances under which the matter was brought forward.

On the 18th May a Court of Inquiry, consisting of Vice-Admiral Chads, Capt. Superintendent Brandreth, and Capt. D'Arcy Irvine, was held at Sheerness, to investigate the circumstances attending the drowning on the 3rd of December last of Mr. Watkin Harold Wingfield, midshipman, William Miles, second captain of the foretop; Robert Herks, A.B.; and George Reid, A.B.; of Her Majesty's ship *Newcastle*. Major Wingfield, of the Royal Body Guard, and the parents of the deceased, were present during the whole of the inquiry. Captain R. Douglas, of the *Newcastle*, was in compulsory attendance, and on the opening of the Court two letters were read which had been sent by him to the Admiralty, to the effect that on the 13th of December, 1876, about 2.50 p.m. while at sea near Hongkong, William Miles, while heaving the log on the lower half of the starboard quarter port, fell overboard, and Mr. Wingfield jumped after him. A lifebuoy was immediately let go, and the ship, which was running about eight or nine knots an hour, brought to. There was a heavy sea at the time. The lifeboat was at once cleared and lowered, and signalmen and look-out men were placed in the rigging and other places. Before the cutter could be got clear of the ship Miles was observed to throw his arms up, and Mr. Wingfield struggled to support him, and suddenly both men were lost sight of. In the meantime two men jumped overboard from the quarter of the ship, and both were observed making for the lifebuoy, but they disappeared before they succeeded in reaching it, and were never seen again on the surface. The lifeboat was ordered to pull in the direction of the men, but she failed to discover anything of them, and the captain very reluctantly was compelled, after an elapse of nearly an hour, to recall the boat. The boat was clear of the ship in about three minutes from the time the alarm was given. The evidence was most voluminous, and was of a conflicting character. The result of the inquiry has been forwarded to the Admiralty, and in reply the Lords Commissioners have informed Vice-Admiral Chads that they have learned with much satisfaction that all proper measures were taken to save life on the occasion in question.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[VIA SOUTHERN ROUTE.]

LONDON, 27th June.

REPORTED TURKISH VICTORY.

According to an official Turkish despatch, the Turkish Commander has attacked and completely defeated the Russians at Batoum.

THE OPERATIONS ON THE DANUBE.

The Russians have commenced bombarding Rustchuk; the Turks are replying vigorously.

POLICE COURT.

June 29th.

BEFORE C. MAY, ESQ.

DARING OUTRAGE.

The remanded case, in which a boatman, a farmer, and two domestic servants were charged with assaulting and tying up a woman at Mattow-wai and extorting from her three jackets and a silver bangle, also assaulting a passage boatman, named Cheong-ail, and hanging him up to a beam for a whole night suspended by his hands and queue, came on again.

The aunt referred to by How-sing-tai, the prosecutrix, gave evidence of the prisoners with others entering the house and a man named Chun-low-tuk being there. Hearing her child crying in her own house, she returned and went to bed with it and slept.

After the evidence of Inspector Cameron and the interpreter at the Yow-ma-tee station, the prisoners were committed for trial.

STEALING CLOTHES.

Euzebio Irnaz, a Spaniard, and John Harry, a Frenchman, two stewards, unemployed, were charged by Michael Oats, a quarter-master on board the P. and O. steamer *Sunda*, with stealing clothes.

The prosecutor said he was about to join the *Sunda*. The prisoners were boarders at Beltrão's boarding-house, and he kept his clothes there. Yesterday he missed a coat. He had not seen it previously for several days. He complained to Beltrão, who told him something, in consequence of which he went round the old clothes shops and at one he found his coat. The master of the shop pointed out the first prisoner as the man who had sold it to him. The first prisoner admitted that he had sold it, and said the second prisoner had given it to him; this the second prisoner denied. He also had other articles of apparel from him.

Tam Ashing, the master of the old clothes shop, proved that the first prisoner sold him the coat.

Mr. Beltrão said the prosecutor kept his clothes in the upper verandah, and only the second prisoner had access to it. After being informed of the larceny, he gave the prisoners into custody. At 6 p.m. a man named Dolores brought a jumper and a pair of flannel drawers to him.

D. Dolores, a cook, proved that the things were given him by the first prisoner to be taken care of.

The prisoner said that on the 24th inst. the second gave him the jacket and subsequently the other things to sell. He did not know they were stolen, or he would never have had anything to do with them.

The second prisoner said the things belonged to him; he bought them in England.

The first prisoner was discharged, and the second was sentenced to two months' hard labour.

ALLEGED PUBLIC NUISANCE.

Samuel Garwood, store-keeper in H.M. Naval Yard, summoned Mr. J. da Silva, occupant of No. 109, Queen's-road East, for, on the 27th inst., acting in a disorderly manner by creating a disturbance in the said house to the annoyance of the whole neighbourhood.

The complainant said he occupied the adjoining house. The defendant had frequent parties and indulged in piano playing, singing, and dancing until a late hour, and then the singing degenerated into screeching and the dancing into romping. He had complained several times to the defendant, who had promised not to continue it, but although he was quiet for a while the nuisance soon broke out again. It prevented him from sleep almost nightly.

The defendant said he was very sorry that his parties should have given annoyance to the complainant. It was really quite unintentional.

Mr. May said he did not suppose he did it intentionally. There was no law prohibiting persons playing the piano. He advised defendant, however, not to annoy more than possible.

The defendant was then discharged.

AMOY.

[FROM OUR OWN CORRESPONDENT.]

27th June.

H.B.M.'s Consul has received authority from H.B.M.'s Chargé de Affaires at Peking to enforce the land regulations within the limits known as the British Concession at Amoy.

I understand the Taotai takes umbrage at the agreement lately entered into by the Foreign Consuls to follow hereafter the foreign etiquette in receiving visits from native officials. Thus in consequence, the Consuls themselves have concluded to differ, and each follow his own taste in such matters as heretofore, some firing salutes, dressing in full official costumes and setting out sumptuous repasts, and others adhering strictly to the rules observed in receiving officials of other nations.

The Inspector-General of Customs, Mr. Hart, was here last week, and has since left again for the North.

At the request of the Amoy Chamber of Commerce, the Consuls recently adopted a resolution recommending the establishment by the Custom House of a rule for the assessment of duties on sugar exported from Amoy. By this all sugars above No. 13, Dutch standard, in colour, are classed as white, and all below that, as brown, and the Inspector-General has agreed to adopt, as a temporary measure, a rule classing all sugars of No. 10, Dutch standard, as brown, and all above that, white, and a circular has been issued by the Customs accordingly.

FOOCHOW.

The shipment of tea—which owing to the floods had been suspended for about a week—was resumed on the 20th inst. We mention this remarkable fact in order to allay any anxiety that our numerous subscribers in England may feel in perusing the export table.

It is rumoured that the two disgraced members of the local Foreign Board, who were convicted of having entered into fraudulent contracts on account of the Provincial Government, are about to be executed; the Peking authorities—to whom the case was referred on appeal—having decided that the capital punishment adjudged shall be enforced.

Captain Miller, of the steamship *Bowen*, reports, for general information, that his vessel was taken by Pilot Randell from Pagoda Anchorage to Spitefal Island, on her outward voyage, at the first of the flood, drawing twenty-one feet, through a straight channel in which the minimum soundings were five fathoms. Captain Miller is of opinion that this channel is preferable to the one that he has hitherto taken, as it avoids sharp turnings, at all times risky in tidal rivers.

A curious accident in connection with the flood was witnessed on the 19th inst. A sampan, having three men on board, broke away from its moorings above Messrs. Sassoon & Co.'s hong, and was carried by the swift current against one of the buttresses of the bridge. The sampan was of course dashed to pieces, but the men were thrown on the bridge and miraculously saved. This strange incident of the great flood was witnessed by our informant—a foreigner.

The Ice Company's premises, as might be supposed, being on the banks of the river, have suffered considerably by the flood, and the machine itself has come in for its share of damage. Repairs, however, were commenced without delay, and we understand are being proceeded with as rapidly as possible.

Chen Taotai late President of the *Tung Sh'ang-shi*, and the official chiefly concerned in the recent arrest of ex-pilot Porter, has, we hear, rather spoilt his case against "Po, the great American Police Superintendent." Porter was charged, it will be remembered, amongst other alleged offences, with having extorted money from the inhabitants of several fishing villages. It seems that these villagers sent a petition to Chen Taotai shortly after Porter's arrest, in which they clearly exonerated Porter from the charge of having levied black-mail on their fishing grounds. We now learn that this petition was pigeon-holed by the worthy Taotai for several weeks, until at last, Porter having been discharged, nothing could be gained by a continued suppression of the document.

On the 20th instant, a public meeting was held at the Club, "to consider the best steps to be taken to induce the native authorities to dredge the river, stop the discharge of ballast from junks, and other precautions towards keeping the channel of the river clear." Mr. W. Paterson occupied the chair, and, in the course of a few introductory remarks, reminded the meeting that the present was a most appropriate time to again bring forward this important and ever-recurring question. They had all witnessed the havoc caused by the inundation then subsiding. Some of them had suffered losses in consequence, while all had experienced great inconvenience. Ting Futai would, he had no doubt, be ready to consider any practical suggestions they might be prepared to offer through their Consuls; and if His Excellency would not take the matter in hand, there was scarcely a Chinese official in the Empire that would lend an ear to the matter. The Chairman concluded by suggesting the election of a committee, to be empowered to inquire into the condition of the river, the causes of these annual floods, and to prepare a memorial on behalf of the foreign community for presentation to the Chinese Authorities through the Foreign Consuls. A committee of six was accordingly appointed; and the meeting terminated with the usual vote of thanks to the Chairman.

A curious piece of information comes to us from the city. One of the Foreign Consuls being desirous of paying his respects to the Viceroy, wrote to that august functionary, requesting to have His Excellency's views on the subject of an interview. The Viceroy replied that he would be delighted to meet the foreign official at the *Tung Sh'ang-chü*, or Foreign Trade Board. Now, this Foreign Trade Board is, very properly we think, no longer recognised as a medium of communication between the high Chinese Authorities and the Consuls. If we are rightly informed, the Consuls are now instructed to communicate direct with the head of the department concerned, and if necessary with either the Governor-General or Governor. So long as the Foreign Trade Board was the accepted channel of official communication, the Consuls were of course free to avail of any particular courtesy extended to them within the walls of that second-rate Yamen; and they were further graciously spared the entering by a side gate. Such an establishment therefore as the *Tung Sh'ang-chü* exactly suited mandarindom's idea of the eternal fitness of things. It was a compromise that, while appearing to favour the Consuls in a matter of national etiquette, yet maintained a popular Chinese notion as to the representatives of foreign powers being little better than tribute bearers to the great Ta ch'ing sovereignty. The Viceroy of Fohkien will not open his middle gate to the Consular representatives, and the Consuls will not meet His Excellency at the *Tung Sh'ang-chü*.

A meeting of the Foreign Community was convened by the Consuls on the 19th instant—"to consider the expediency of inaugurating measures for the temporary relief of natives suffering from the inundation." The meeting was held at the Club, and Mr. Sinclair, H.B.M.'s Consul, occupied the chair. The Chairman, after setting forth the object of the meeting, briefly stated that he had that day received information from the Chinese Authorities to the effect that there was great distress in the city and suburbs; but that beyond this bare fact he was not advised. The Chairman concluded by calling upon the Rev. S. L. Baldwin to address the meeting. Mr. Baldwin said that he had that day traversed the southern suburb and the neighbourhood of the South Gate of the city, and could testify to the existence of great misery and suffering. Thousands of people were reduced to absolute poverty and starvation, and while the Chinese Authorities were doing all that they could towards the relief of the sufferers he felt assured that much might be done through the aid of the foreign community. Mr. Galton then proposed that a committee, consisting of Messrs. Sinclair, De Lano, Ristelhueber, Leith, Young, and Dr. Osgood, be appointed to inquire into the subject, and to devise such measures as might seem advisable. Dr. Beaumont suggested that delay in such a case would be undesirable—while the Committee were deliberating, people might be starving, and it would therefore be better, he thought, to start a subscription in the room, and commence administering relief at once. Mr. Sheppard was of the same opinion, and this amendment was finally incorporated with the original proposition. The meeting separated after a vote of thanks to the Chairman.—*Foochow Herald*.

ANOTHER GREAT FLOOD AT FOOCHOW.

The freshet noticed in our last issue was of merely average character, though of course causing considerable inconvenience to the inhabitants of waterside lots, and interfering to some extent with the ordinary traffic on the river. The water, however, continued to rise, and on the afternoon of the 17th inst. there was every indication of a most disastrous inundation. At about three a.m. on the following day, the river attained its greatest height, and the entire valley of the Min was converted into a vast sheet of water, varying in depth from four to eight feet. As a matter of course the bridges across the river were rendered impassable, and we regret to add that the main one, or "Bridge of Ten Thousand Ages," was seriously injured—two of the arches having been swept away by the torrent. Communication with the low-lying parts of the Foreign Settlement was only practicable by means of sampans, canoes, or other craft, and the boat people must have reaped a rich harvest. With a few exceptions nearly all the godowns and offices were flooded; but, owing to timely precautions having been taken, comparatively little foreign-owned property was injured. Had the water—which was quite one and half feet over the highest point last year—risen a few more inches the damage to tea and other merchandize would have been much greater; and in all probability some of the godowns would have given way. Fortunately, this did not happen, as the flood began to subside on the following afternoon.

As may readily be imagined, the losses sustained by Chinese are most serious, though at present it is difficult to obtain reliable information on this point. Hundreds of houses have been washed away by the merciless flood, and thousands of poor people—deprived of their little all—reduced to a state of temporary starvation. The destruction of life is the most melancholy feature in this chapter of disaster, and is said to be very much in advance of the great calamity of last year, especially within the city walls where, owing to the sluice gates of different canals having broken down under the extraordinary pressure of water, many houses were suddenly submerged and carried away. The most moderate computation, furnished from native sources, shows a loss of about 2,000 lives; but it must be remembered that the Chinese are rather prone to exaggerate in these cases; and we therefore incline to an opinion that the casualties are not so numerous as currently stated. On the river itself there were fewer accidents than last year, as the boatmen were better prepared, and had secured their craft at safe moorings. Many of the large junks below bridge dragged their anchors, drifted into one another, and caused considerable loss of life amongst the sampan people in their vicinity. The new Chinese gunboats *Gamma* and *Delta* dragged their anchors, and sustained some slight damage. At Pagoda Anchorage, several foreign vessels drifted down the river, and the steamship *Viking* is reported to have lost one of her anchors and a chain cable. This vessel experienced a similar loss during the great freshet of last year. The injury to the rice crop is said to be most serious. About one-third of the grain has been lost, and the poor farmers will again be deprived of a large proportion of their harvest; while the retail price of rice—already excessive—will be considerably enhanced.

It is not often that the native authorities display much solicitude for the welfare of the people; but in the present emergency, they seem to have done their duty with commendable promptitude and energy. A strong police force consisting principally of sailors and marines from the Mamoi Arsenal Fleet, under the command of Captains Lim Kok-choong and Kua Pang, was at once organised, for the protection of South-west suburb and the Foreign Settlement. This impromptu force rendered most valuable service in checking the depredations of numerous gangs of thieves and rowdies, while another body of men scoured the river in steam launches, and made a tolerably effective water police guard. In the city, though the entire garrison was under arms, there was, we believe, a great amount of disorder, and not a few summary executions; but on the whole the authorities succeeded in repressing organised crime, and with the scanty means at their disposal, restored order within a comparatively brief period. Ting Futai, who had been confined to his Yamên for several weeks through illness, proceeded at once to the south gate of the City, and from one of the watch-towers personally superintended the rescue and relief of the unfortunate inhabitants. His Excellency remained on the wall for four days, giving directions as to the distribution of food and the means of providing temporary shelter for the refugees. But while the Chinese Authorities have undoubtedly used their best endeavours (with the cumbersome and inefficient administrative machinery at their command) to relieve the more pressing wants of the sufferers by this great calamity, they should, we think, be strongly censured for having neglected to prevent the misfortune that has again fallen on thousands of their people. It may be that they are powerless to check the recurrence of these dreadful floods; but the weight of evidence would tend to demonstrate that the evil can be greatly lessened, if not altogether removed, by the adoption of precautionary measures. To discover the best means of attaining such an end is the obvious public duty of the Chinese officials. About $2,000 has been subscribed by the Foreign Community of this port towards the relief of sufferers by the flood.—*Foochow Herald*.

THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Pekin*, Captain Woolcott, from Bombay 11th, Galle 16th, Penang 21st and Singapore 24th inst., with the London mails of the 25th ultimo, arrived here yesterday morning. The subjoined telegrams are taken from the *Straits Times Extra*:—

PARIS, 8th June.

The President of the Paris Municipal Council has been sentenced to fifteen months' imprisonment for attacking Marshal Macmahon in a speech.

LONDON, 9th June.

Consols 94¾d. Bar Silver 53¾d. Oriental Bank Corporation Shares £48. Chartered Mercantile Bank Shares £26 10s.

According to unofficial despatches, the Russians yesterday attempted the passage of the Danube between Nikopoli and Sistova, but were repulsed by a cannonade from the Turkish side.

The Czar has visited Bucharest.

Berlin papers consider that the dissolution of the French Chamber of Deputies would imply the triumph of the Ultramontane party and would involve Europe in a general conflagration.

CONSTANTINOPLE, 10th June.

The capture of Kristsch by Suliman Pasha is confirmed, but the Montenegrins still hold the Duga Pass.

ALEXANDRIA, 10th June.

Several Turkish war vessels have arrived as an escort to the Egyptian contingent about to start for the Turkish army.

CONSTANTINOPLE, 11th June.

A despatch from Mehemed Pasha, dated from Novibazar, has been received here. It states that he is successfully advancing on Montenegro. Ali Saib Pasha has repulsed the Montenegrins at Podgoritza. The Russians are massing troops opposite Rustchuk and Nikopoli.

The Turkish Chamber of Deputies has approved of the levy of a forced loan of five million pounds sterling. The Russians have masked Batoum.

CONSTANTINOPLE, 11th June.

A Turkish ironclad has been attacked by Russian torpedo boats at Sulina, without sustaining, however, any damage; two of the boats having sunk and three exploded harmlessly.

In a speech at the Merchant Taylors' School banquet yesterday, Lord Salisbury insisted on the necessity of our maintaining European peace, and being ready to defend British interests if they were attacked. Lord Derby concurred in these remarks, and added that the maintenance of peace was the greatest of British interests.

LONDON, 12th June.

The Russian Government has ordered a military levy of 220,000 men. According to an official Turkish despatch, the Turkish troops from Batoum are operating in the Caucasian provinces of Russia.

In the House of Commons, Lord Geo. Hamilton, replying to a question, said that it was inexpedient at present to publish the conversations which had taken place at the conference at Peshawur between Sir Lewis Pelly and the Ameer's Envoy, but which, he said, had not altered the relations between the Government of India and the Ameer. In the House of Lords, Lord Morley proposed the appointment of a British Consul, to be stationed somewhere in Central Asia, to watch the interests of India. Lord Salisbury, replying, said that there was no occasion for alarm because of the proximity of the Russians to our Indian boundaries, and observed that Government was already aware of the desirability of having a Consul in Central Asia.

Consols 95. Bar Silver 53¾. Cotton steady. Ceylon, 106s. Manchester Market firm. 7 lbs. shirtings 6s. 1½d. 8¼ lbs. 7s. 1½d.

LONDON, 13th June.

The Egyptian contingent has sailed from Alexand

to ascertain its tradal capacities. The Russians are pushing their way into all parts of the Celestial Empire, and the Russian explorer, M. PRJEVALSKI, has lately been industriously making researches in Central Asia, and is said to have attempted to reach Lhassa. This attempt is, however, reported to have failed, although he carried a passport from Peking. The Thibetans declined, on this occasion, to obey the mandate of the Dragon Throne, and refused to allow Europeans to enter the country. Whether a British expedition would fare better it is difficult to say, but it is possible that it would be permitted to enter from the Indian frontier, where the people are less hostile to foreigners. It is probable, too, that the news of the Yunnan Outrage, with the consequences it has entailed on China, has reached Lhassa, and that the Chinese Imperial mandate in favour of an English expedition on the subject would be more peremptory than that accorded to the famous Russian traveller. Moreover, the British Government enjoys a better reputation than Russia among the peoples of Central Asia. The aggressiveness shown by the Russians in Turkestan during the past few years and the territorial acquisitions made by them have been viewed with some disquiet by the Peking Government. Nor is it without ground that the Chinese statesmen regard with uneasiness the inroads of the Russians in Asia. A St Petersburg correspondent of the *New York Herald*, who claims to have derived his information from a Russian diplomatist, asserts that Russia has no designs upon India, but hopes to become possessor of some parts of the Celestial Empire. This may be only a *canard*, circulated for the purpose of lulling English suspicions, but it is quite as likely to be true as not, and is certainly borne out by the past actions and policy of the Russian Government. China will, at all events, do well to watch carefully the tactics of her great northern neighbour, for from that quarter only does any danger to her integrity threaten. No other European power is at all likely to attempt to spoil her of territory.

THE INSURRECTION IN JAPAN.

The details published in the Yokohama papers concerning the progress of the civil war raging in the south of Japan are both meagre and unsatisfactory. The *Tokio Times*, which appears to be an inspired Government organ, states that no definite news has been received lately, and that the dispersal of the rebel bands from Hitoyoshi and its vicinity is the last important event reported. Some skirmishes have occurred in the mountain regions, but no practical results have followed. The *Japan Mail* fully bears out its contemporary in the assertion that there is "no news," but insinuates that the native papers are not permitted to publish even what intelligence they may acquire. It goes on to state that the condition of the Imperialist army is anything but satisfactory. The new levies go unwillingly to the field, even when tempted by a bounty of forty yen, and subsequently desert in shoals. The Imperialist commanders are, too, afraid to risk further engagements with the forces under SAIGO until they shall receive reinforcements. Altogether the *Mail* draws a most unpromising picture of the prospects of the Government troops. It is believed that large numbers of the samurai of Tosa are joining the insurgents in Kiushiu, but nothing positive is known as to the intentions of KIDO and his people. The *Japan Mail* evidently considers the Government to be on its last legs, and appears to finds considerable satisfaction in the thought. Its sympathies all plainly go with the Satsuma insurgents, whose cause it upholds, though what that cause really is it is rather difficult to discover. The attitude taken up by some of our Yokohama contemporaries on the question appears to be the result of prejudice. By the tenor of its articles, the *Tokio Times* is palpably inspired by the Government, while the *Japan Mail* is equally as devoted to SAIGO and his adherents. Without endorsing all the acts of the MIKADO's Government, we think it the more worthy of support. It represents the party of order as opposed to a factious rising, the leaders of which appear to aim at the restoration of the feudal laws if not the dismemberment of the Empire. The Government has treated the native Press unfairly and unwisely, but it has had many difficulties to contend with, and allowances should be made for the exceptional circumstances in which it has been placed. It has been accused of refusing to push forward reforms and to grant representative institutions; but it ought not to be forgotten that the work which is expected to be done by it is such as in Europe has required generations to accomplish. Some Europeans are not satisfied with the advance made by Japan, when as a matter of fact it has been moving too fast. We trust the Government may succeed in putting down the insurrection, and that the task may be consummated before the nation has become utterly impoverished by the struggle.

LOSS OF THE M. M. STEAMER "MEIKONG."

Telegraphic intelligence of the loss of the Messageries Maritimes steamship *Meikong*, while on her homeward voyage, was received on the 21st inst. in Hongkong. The *Meikong* left here on the 26th ult., and was due at Aden on the 23rd inst. We learn that she struck on a rock at Ras Haffoon, never Cape Guardafui, on the 17th inst. The passengers and crew were all saved, but the mails have been lost with the ship. The *Meikong* was a fine vessel of 500 horse-power, nominal, and a gross tonnage of 3,176 tons. The cargo consisted of 56 bales silk, 16 cases silk piece-goods, 20 chests tea, 265 boxes ditto, and 734 packages sundries for the Continent; and 143 bales silk, 33 cases silk goods, 991 bags sugar, 13,390 boxes tea, 3 cases treasure ($27,000), 2 cases treasure (Tls. 28,000), and 274 packages sundries for London. It is to be hoped that further reports will show that some of this valuable cargo has been saved.

The agent of the Messageries Maritimes has since received a telegram relative to the wreck of the *Meikong*, of which the following is a translation—"Passengers per *Meikong* saved, with the exception of A. Athon, Madras. Cargo and mails lost, except registered letters and despatch boxes." As the bag containing the registered letters for England is placed in one of the ordinary mail bags, it is not likely that these are saved, but a different system probably prevails with reference to registered correspondence for the Continent.

LOSS OF THE "CITY OF SAN FRANCISCO."

This fine vessel, the property of the P. M. S. S. Company, was lost on the 16th ultimo, a short distance south of Acapulco. She sank in 62 minutes from the time of the accident, the nature of which is not stated in the despatches which reached San Francisco very shortly before the *City of Tokio* sailed. All hands were saved. The *City of San Francisco* was destined for the China and Japan trade with California, and was advertised to sail from San Francisco for this port on the 14th July. It is a curious coincidence that all the *Cities of San Francisco* have come to grief. The name is an unlucky one for vessels.—*Japan Gazette.*

THE "SUNDA" IN A TYPHOON.

The P. & O. steamer *Sunda*, which arrived here on the 28th inst., when three days out from Yokohama, on June 22nd, encountered a severe revolving storm. At 2 p.m., the wind and sea were increasing rapidly, and at five o'clock the sails were taken in and the ship prepared for bad weather. The following are extracts from the log—"8 p.m.: Strong breeze and overcast with rain and a high confused sea. 9 p.m.: Eased engines to half speed. 9.30: Observed heavy rollers commencing to run up from S.S.E., with dark gloomy weather and very threatening appearance, all indicating a cyclone to the S.S.E. and travelling to the westward. Battened down fore and aft and prepared to round to. 10: Rounded ship to on starboard tack. Strong gale with hard squalls and high E.N.E sea, crossed by heavy S.S.E. rollers. Midnight: Wind increasing with violent gusts, sea running higher. June 24th, 1 a.m.: Violent gale with terrific squalls of hurricane force. Heavy rain and very heavy confused sea. 4: Same weather. 6: Storm increasing somewhat in violence with more frequent hurricane squalls. Sea becoming more irregular and running at times in tremendous pyramidal masses. Ship behaving admirably well, notwithstanding; heeling over considerably in the squalls, but shipping very little water though enveloped in a continual spray. 10: Through heavy seas continually striking the port lifeboat, the davits were unshipped, tearing the rail and ship's moulding. 11: Boat broke up and washed away. Noon: Weather moderating slightly. 1 p.m.: Heavy gale with violent squalls, much rain and high confused sea. Ship labouring heavily and shipping much water fore and aft. 2: Gale rapidly moderating; sea decreasing. 4: Strong gale with a high turbulent sea. Ship labouring heavily. Went on half speed. 6: Opened hatches and cleared up decks. 8: Strong decreasing wind and sea." The following are the readings of the barometer during the storm:—2 p.m. on the 23rd, 29.94; 4 p.m., 29.86; 6 p.m., 29.79; 8 p.m., 29.72; 9 p.m., 29.69; 10 p.m., 29.66; 11 p.m., 29.65; midnight, 29.59; 1 a.m. on the 24th, 29.51; 2 a.m., 29.44; 3 a.m. 29.29; 4 a.m., 29.26; 5 a.m. 29.19; 6 a.m., 29.09; 7 a.m., 29.00; 8 a.m., 29.00; 9 a.m., 29.04; 10 a.m., 29.09; 11 a.m., 29.13; noon, 29.25; 1 p.m., 29.38; 2 p.m., 29.44; 3 p.m., 29.53; 4 p.m., 29.60; 6 p.m., 29.69; 8.30 p.m., 29.73. The speed of the vessel, which had previously been ten and eleven knots an hour, was reduced at 10 p.m. on the 23rd to seven knots, and an hour later to four, at which it continued until midnight. During the storm there was an estimated drift to E.N.E. of sixty miles. The ship then began to make two and three knots an hour and at 8 p.m. was making seven knots. At 1 p.m. on the 23rd the wind was blowing E.S.E., at 3 p.m. it was E. by N., at 8 p.m. E.N.E., at 11 p.m. E. by N., at midnight East, at 1 a.m. on the 24th E. by S., at 3 a.m. E.S.E., at 4 a.m. S.E. by S., at 8 a.m. S.S.E., at 9 a.m. S.S.W., at 11 a.m. S.W. by S., and at noon S.W., from which quarter it continued. For the remainder of the passage moderate weather was experienced.

THE SHANGHAI CHAMBER OF COMMERCE AND THE CHEFOO CONVENTION.

The Chairman of the Shanghai Chamber of Commerce, Mr. F. B. Johnson, has addressed to the London Committee representing the Chamber, a long communication containing particulars of the conclusions at which the Chamber has arrived in reference to the Chefoo Convention.

The Convention is divided into three sections relating to:—(First)—A settlement of the Yunnan case. (Secondly)—Official intercourse. (Thirdly)—Trade.

YUNNAN OUTRAGE.

With the purely political part of the Convention comprised within the first and second sections, the settlement of which must have been governed by considerations with which the Committee is of necessity imperfectly acquainted, I do not propose to deal. I may, however, when expressing the extreme regret of the Committee that it has not been deemed politic to insist upon the punishment of those concerned in the murder of the late Mr. Margary, take occasion to remark that, as the persons responsible for that foul outrage are understood to be officials in high place, this illustration of the perfidious character of the Chinese Government fully justifies the objection which this Chamber has invariably urged to any reliance being placed on the assurances and engagements of the native authorities unless accompanied by substantial guarantees.

INDEMNITY.

The fifth clause of the first section fixes the amount of indemnity to the families of the officers killed in Yunnan, and "on account of claims of British merchants arising out of the action of officers of the Chinese Government up to the commencement of the present year, at Tls. 200,000." The Committee being unable to form an estimate of the amount of the private claims preferred by British merchants and registered in the various Consulates, is not in a position to say whether or not the money agreed to be paid will cover such claims. If, however, the payment of the indemnity is understood, as the clause referring to it may be taken to mean, to be a condonation for, and satisfaction of, all illegal imposts upon British trade from the commencement of intercourse until now; and to be a bar politically to any complaints against the Chinese Government in respect to such imposts, then I feel no hesitation on behalf of the Chamber in entering a protest against the altogether inadequate and unsatisfactory character of the proposed settlement.

ADMINISTRATION OF JUSTICE.

The second section, although headed "official intercourse," deals in its 2nd and 3rd clauses with the far more serious question of the administration of justice. The Committee fears that the subsidiary manner in which the clauses relating to the measures needed for the reform of the Mixed Courts are introduced into this section, will lead the natives to believe that the tendency of the Chinese mind to regard a breach of ceremonial as a matter of greater concern than a miscarriage of justice, is in harmony with Western ideas. Moreover the manner in which the expressed intention of the British Government to revise the rules of the Supreme Court is, as it were, balanced in the Convention by an understanding that the Tsung-li Yamên will invite the Foreign Representatives to consider measures for the more effective administration of justice, is in the opinion of the Committee open to objection. The construction of the text implies that a comparison may not unfairly be drawn between the defects which experience has shown to exist in the practice of the Supreme Court and the travesty of justice which is displayed by the Mixed Tribunals at the Treaty Ports. I need hardly represent to you that to institute such a comparison would be to cast an unmerited reflection upon the Supreme Court. That court with civil and criminal jurisdiction is open to all Chinese suitors, who, it cannot be denied, recognize its advantages and have not been slow to avail themselves of its services. Every British subject in China is amenable in person and property to its control, its decisions are prompt, and its decrees are enforced. On the other hand, the Chinese trader is practically exempt from jurisdiction. He may defraud the foreigner almost with impunity, and he may evade or postpone payment of his debts, there being no recognized system of procedure available to a foreign creditor under which the property of a defaulter may be sequestrated for the benefit of all to whom he is indebted. In place of a vague engagement, not binding in point of time, on the part of the Tsung-li Yamên, to discuss the necessary measures to be adopted, the Committee would have been pleased to see a definite agreement arrived at with regard to the character of the reforms to be instituted—to find in fact provision made as well for the promulgation of a Code of Rules to govern the practice in the Mixed Courts, as for the appointment of native functionaries furnished with powers of independent jurisdiction to preside over them. The Committee believes that elaborated proposals of this nature for Sir Thomas Wade's consideration have been ready to his hand in the portfolios of more than one of the able Consular Assessors who have had wide experience of the evils of the present system.

OPENING OF NEW PORTS.

We regard to the arrangement for the opening of two ports on the Yangtsze, two on the coast, and certain points for landing cargo on the Great River, which in the opinion of the Committee forms the one valuable stipulation of the whole Convention, I have to remark that this measure involves a renunciation and practical condemnation of the policy towards China announced some years ago by H.B.M. Government. In a minute on the subject of the revision of the Tientsin Treaty, published about the year 1868, the Board of Trade declared that H.M. Government did not want any more ports opened, and confirmed the opinion expressed some time previously by Lord Russell, when Foreign Secretary, that it was desirable to diminish the points of contact between Chinese and foreigners.

The Committee welcomes with great satisfaction the retraction of an ill-advised policy, which it believes has been in no small degree responsible for the troubles and disasters which have occurred in the relations between foreigners and Chinese during late years. Instead of assuming that foreign intercourse with China is an evil which requires to be guarded against, the Convention now virtually acknowledges that it is a good which requires to be cultivated, and the Committee considers that the recognition of this principle is a great step gained. The Committee, however, is of opinion that it would have been a much more convenient arrangement if, in addition to the clauses providing for the opening of special ports, a stipulation had been made under which, in future, foreign trade might be admitted to any ports and places at which, by common consent, the respective Governments would arrange to appoint Consular and Custom House officials.

INLAND TAXATION.

The question of Inland Taxation is one which has been discussed for many years past without being brought to a satisfactory conclusion, and I must be pardoned for entering at some length into a consideration of its difficulties.

IMPORTS.

The Tientsin Treaty secures the right of British goods, as such, to exemption from inland taxation on payment of a fixed charge in addition to the import dues, but the regulations provided by Rule 7 of the "Tariff Rules" attached to the Treaty, under which exemption certificates are issued, are incomplete and are specially defective in making provision for British subjects only to avail themselves of the privilege. The Chinese Authorities were led by this defect to draw a distinction between foreign goods the property of British subjects and goods which, though of foreign origin, have passed into the hands of the Chinese. The whole inland trade being practically under native control, the transit clauses of the Treaty became thus for a lengthened period, nearly a dead letter, excepting at places where foreigners were found to make false declarations as to the ownership of goods, in consideration of small fees.

LEKIN.

Difficulties have also arisen with regard to the levy of a tax called *Lekin*. This tax is imposed upon all goods, native as well as foreign, passed through the Custom House. It varies in amount in different provinces, and is in fact according to native practice an extraordinary import duty. As the treaties prevent the levy being made on entry in the case of goods imported by foreigners, it has been the custom of the authorities to make it upon the native, after the goods have passed from the foreign importers' hands. But the practice of doing so is not uniform. In some cases the tax is collected at the first barrier station inland; in others through the medium of the trading guilds at the places of importation. It is clear that the tax is either an additional import duty, in which case, as regards goods of foreign origin, it is illegal; or it is an inland duty, and in that case comes within the scope of the commutation clause of the Treaty. As the authorities for the most part contrive to levy it at the places of importation, transit certificates are ineffective to protect the importer against the impost. The remonstrances made from time to time by foreign merchants against the design of the Treaty being thus frustrated, derived strength from the terms of a memorandum on treaty revision submitted to the Tsung-li Yamên some years ago by Tseng-Kwo-Fan, the Viceroy of the Two Kiang. The Viceroy laid it down that Chinese are entitled equally with foreigners to the benefit of the commutation clauses of the Treaty, and of late years this principle has obtained extended recognition by provincial officials. Not only has the opposition formerly raised by the authorities to the issue of certificates to Chinese in Foreign names been much modified, but in some provinces passes are granted from the Yamêns themselves directly to natives. This practice, however, is unfortunately far from being a general one, and though the Central Government is apparently becoming alive to the fiscal advantages offered by the commutation system, and the native merchants are learning to appreciate its benefits, transit passes are still wholly disregarded in certain provinces; and along the more distant routes their authority is not as a rule recognized. On this subject, in a memorial to the British Minister in 1875, the Hankow Chamber of Commerce writes:—"During the past two years, endeavours to avail of rights afforded by Treaty of sending goods to Chunking under Transit Pass, have been frustrated by the oppressive and cruel action of the Kweichow-foo authorities, so that the great field to be found in the rich and prosperous districts of Szechuen for foreign goods is entirely cut off, except by submitting to the enormous exactions on the road of 2 m. 7 c. (instead of the half duty of 4 c.) on shirtings, and its equivalent on other goods. The policy adopted by the mandarins is that of distressing the merchants by ruinous delays, and frightening boatmen and shroffs by torture and cruel treatment."

EXPORTS.

As regards Exports, the Treaty of Tientsin stipulates that produce purchased by a British subject may be brought down to a port of shipment under an exemption certificate, transit dues being commuted by a fixed payment of one-half the export duty. This stipulation has been, with some notable exceptions, fairly complied with by the authorities during late years; but the privilege has been frequently abused by foreigners claiming the right, never intended to be given, to bring down from the interior under the protection of transit passes, produce not meant for exportation. It is obvious that in order to effect a settlement of the present difficulties there are wanted: (1st.)—A clear understanding between the Governments as to the rights and privileges conveyed and obligations imposed by Art. 28 of the Tientsin Treaty. (2nd.)—A revision of Rule 7 so as to adapt it to give complete effect to Art. 28. (3rd.)—An authoritative declaration by the Imperial Government to make the rule binding upon the provincial officials. The Committee cannot conceal its disappointment at the manner in which this subject is treated in the Convention. Instead of a lucid and precise statement of the object desired to be attained and of the means arranged to secure it, the framers of the Convention take hold of one branch of the question of taxation, and dealing with it in inconclusive language, leave their meaning to be determined rather by a process of inference than by direct announcement. Section III. plunges into the middle of the subject without preamble or explanation, in this manner: "With reference to the area within which according to the Treaties in force, lekin taxes are not to be collected on foreign goods at the open ports," &c., &c. And treating the question of inland tax commutation incidentally, as if it were a mere matter of adapting the regulations to an altered state of things consequent upon the opening of new ports, the section near the end of Art. I proceeds:—"At all such points, except in the case of Imports accompanied by a transit duty certificate, or Exports similarly certificated, *which will be severally passed free of lekin, &c.*" By a negative process of reasoning, it may be deduced from these clauses that the right is conceded to the Chinese to levy lekin on foreign goods, excepting within the limits of the foreign Settlements, and unless, on being forwarded inland, such goods are accompanied by an exemption certificate; but it is nowhere in the Convention expressly stated so, and the obscurities in the old treaties as to when the protection to be afforded by transit passes is to commence and when it is to end, are perpetuated. Clause 4 provides that one rule for the framing of transit certificates shall prevail at all the ports, and declares that so far as imports are concerned the nationality of the person possessing and carrying them is immaterial. These provisions are good so far as they go; but again the conditions of the system to be governed by the proposed rules are only partially set forth, and the same want of completeness and precise definition which characterized Rule 7 of the Treaty of Tientsin is observable here. The Committee sees no insuperable difficulty in framing rules which would at once protect the revenue and promote the interests of trade, if only the principle laid down by Art. 28 of the Treaty of Tientsin be frankly recognised by the Imperial Government.

That principle involved: (1st.)—The freedom from further taxation of goods of foreign origin on payment at the time of importation of the tariff import duty, and, on being passed into the interior, of a commutation of *all inland dues* fixed at one-half the import duty. (2nd.)—The right of foreign merchants to bring down from the interior produce intended for exportation, on payment of a commutation tax (fixed at one-half the export duty) and the export duty. With regard to the 1st proposition, it may be remarked:—*(a)*—It was obviously intended by the Treaty that the freedom from taxation stipulated for should apply to the goods, not to the ownership of them. This principle has been accepted by the Chefoo Convention. *(b)*—The settlement by treaty of a fixed import duty implies that no further duty shall be levied at the *port of importation*. The Convention, however, limits the area of immunity to the foreign Settlement at each port and by thus virtually acknowledging the right of the authorities to tax the goods after they have left the importers' hands, and while they remain in the port, leaves the operation of the exemption clause of the Treaty incomplete and to a great extent renders it ineffective. *(c)*—The goods being freed from further impost at the port of entry, all inland dues may be commuted by a fixed payment. This privilege must be understood to be subject to reasonable limitations. Immunity from taxation under it seems naturally to cease when the goods become [illegible] ss which is the [illegible] n tax has been paid. [illegible] transit pass attaches to the goo[illegible] where found, or in whosoever hands they may be, they are freed from taxation. Deprived of the protection of the pass by distribution, the several packages, or contents of one package, as the case may be, become liable to *ordinary* local dues. Neither the Treaty nor the Convention defines the limits of the operation of exemption certificates, and they are in that respect incomplete documents. As regards the second proposition:—*(a)*—It is most desirable that the principle should be recognised in the case of exports as well as of imports, that it is to the trade and not to any special class of traders that privileges of exemption from taxation should be accorded. Natives and foreigners alike should have the right to bring down from the interior produce intended for exportation, on payment of a fixed commutation tax. The Treaty unfortunately limits the privilege to British subjects, and the Convention confirms this invidious distinction. *(b)*—As security for the revenue that the produce brought down under transit pass will be exported, it is only necessary to provide that payment of transit duty and export duty be made together, or bonds for the same be taken, when exemption certificates are applied for. To render the rules effective, it is indispensable that they be enforced by an Imperial notification couched in precise and unambiguous terms. The Committee cannot too strongly condemn the substitution of the foreign Settlement for the port of entry as the area within which duties in excess of the Tariff import duty cannot be levied.

Fiscal legislation which discriminates between the native and foreigner is most objectionable in principle, and it cannot be too clearly stated, in order to make the Chinese understand their position, that it is the thing, not the person, which is to be taxed or freed from taxation as the case may be. It is to be feared that the distinction drawn by the Convention between the foreign Settlement and the port, will suggest to the native trader that the privilege of immunity from lekin is reserved for the foreigner and that the tax may legally be imposed upon Chinese. The authorities will probably, if the first clause of the third section of the Convention should be allowed to stand unaltered, continue to levy lekin from the various guilds, and it will be beyond proof that the goods actually taxed by this means have never left the foreign Settlement. The only certain way to protect the trade is to declare that goods of foreign origin, after payment of import duty, are free from further duty so long as they remain at the port of entry. On being forwarded inland or reshipped to a non-treaty port, they will be liable to the ordinary dues unless accompanied by a commutation certificate. The quantity of goods actually consumed within the limits of any port is too small to make the question of mere area one of importance on that account, and there will be no more difficulty experienced in defining the limits of the port than those of the foreign Settlement.

OPIUM.

The 3rd clause of section 3 in the Convention deals with inland taxation on Opium, and it is necessary that the Committee should point out clearly the serious consequences which the acceptance by the British Government of the concession proposed by this clause would involved. By the Treaty of Tientsin, opium is specially exempted from the benefit of the arrangement under which inland taxation on Imports generally may be commuted by a fixed payment. After the opium leaves the possession of the importer, the Chinese Government in theory are at liberty to tax it to any extent they please. But in practice the power to impose inland duties is limited by the operations of the native smuggler; and the higher the tax, the greater the premium upon evasion.

Clause 3, which is intended to enable the Chinese Government to levy, before the opium is removed from the control of the Customs, and without limit, inland dues as an addition to the tariff import duty, would prevent evasion, and virtually place in a very large measure the control of the Indian opium revenue in the hands of the Chinese. This is not a question which concerns the cause of temperance, but is simply one as to whether the production of opium in India shall be discouraged by a premium being offered for the growth of the poppy plant in this country over which its cultivation is rapidly extending. If this clause be agreed to, the Chinese will have it in their power by the imposition of heavy duties to extinguish the Indian Trade, and it is for H.M. Government to decide whether they will permit the Tientsin Treaty to be modified in order to promote such a result.

OMISSIONS FROM THE CONVENTION.

The regret which the Committee feels at being obliged to express an unfavourable opinion with regard to some of the stipulations of the Convention, is increased by the consideration that an opportunity has been lost for pressing upon the Chinese Government the adoption of several measures of direct and real concern to the ordinary commercial interests of the country, which have long been loudly called for.

BONDING SYSTEM.

One of the most important of these is the establishment of Bonded Warehouses. I need not dwell upon the convenience and advantage to trade afforded by a bonded system. They are recognised by every civilised country, and the want of them entails a peculiar hardship upon foreign shipping resorting to China, on account of the stipulation in the Treaties which throws upon the vessel the responsibility for the payment of duties incurred by the cargo. This hardship has been felt more keenly since steamers have so generally taken the place of sailing vessels in the conduct of the carrying trade, coast as well as foreign, and quick despatch has become essential. The document then deals with the currency question, advocating the issue of a silver coinage by the Chinese Government, and passes on to the subject of the conservancy of rivers and harbours, pointing out the necessity existing for the appointment of a Board of Conservancy with adequate powers. It proceeds:—

The Committee does not wish it to be inferred that the measures I have named above would satisfy the requirements of trade in the event of a revision of the Treaty of Tientsin coming again into question. I indicate them as being all most urgently called for in the interests of the Government and of the native and foreigner alike; and as being such as may legitimately be claimed as falling within the scope of the ordinary duties of every civilized government.

The Committee hopes that H.M. Government is prepared to receive suggestions for the modification of the Convention, and as I believe that more than one Chamber of Commerce in the United Kingdom is disposed to memorialize the Foreign Office against the ratification of that document in its present shape, I have to beg that you will take advantage of every opportunity which may be offered you to act in concert with other commercial bodies with the view to bring the opinions of this Chamber on the subject to the attention of the Earl of Derby.

In conclusion, the Committee desires to place upon record its high estimation of the unwearied labours of His Excellency Sir Thomas Wade to promote the interests of trade and industry in this country, as well as its sense of the difficulties he has had to contend with on account of the instinctive aversion to innovation felt by the Chinese authorities generally and their extreme antipathy to any suggestions for fiscal or administrative reform emanating from the foreigner.—*N. C. Daily News.*

SEVERE GALE AT YOKOHAMA.

The *Japan Gazette* of the 12th inst. has the following:—Yesterday evening a severe gale commenced, lasting until early this morning. The lowest reading of the barometer on shore was 29.35 at about half past ten p.m.; and the storm was at its height shortly after that hour. Although several fences were overthrown, some chimneys blown down, portions of roofs and verandahs carried away, and plaster stripped off the sides of houses, we hear of no personal injury having been sustained by anyone on shore. One house on Ishikawa hill, occupied by Japanese, was unroofed, and buildings of the Old British Legation suffered considerably. Two or three small native-built houses at Noge were almost levelled with the ground. We subjoin the readings of a barometer on the Bluff corrected to sea level and 32 deg. F.:—11th June.—7 a.m., 29.939, light airs from E.; 8 p.m., 29.480, fresh breeze from W.S.W.; 10 p.m., 29.337, gales: squalls from S.W.; 10.30 p.m., 29.329, severe squalls from S.W.; Midnight stationary—upward indication. The first upward movement of the barometer was at 5.30 a.m. to-day:—12th June.—6 a.m., 29.351, fresh from S.W.; Noon, 29.447, breeze from S.W.; the barometrical depression is passing to the eastward. If the barometer does not rise before midnight further bad weather may be looked for, especially if the wind backs. A very sensitive compensated Aneroid recorded 29.13 at 10.30 p.m. yesterday.

In the harbour all the steamers that could got up steam, and some put out extra anchors; and the only accident which occurred was through the British flagship *Audacious* dragging her anchors and coming into collision with the old steamer *Chih-li*, which was lying astern. The *Audacious* had steam up, and three anchors out, but, notwithstanding this, the force of the gale was so great that the heavy vessel began to dray her moorings about half-past eight o'clock. The only vessel in her way was the *Chih-li*; and when it was observed on board of her that the distance between her and the man-of-war was gradually lessening, more cable was paid out; but the *Audacious* came fast and finally struck the bow of the *Chih-li*, and continued bumping her for some time, during which it was feared on the merchant steamer that the cables would have to be cut in order to prevent her from going down. This alternative, which would have necessitated her going on shore, was rendered unnecessary through the man-of-war dropping astern. The main damage to the *Chih-li* was the parting of a cable, cathends broken, a portion of the iron and wood work about the deck smashed, and the fore-topmast broken. The damage to the *Audacious* herself was but trifling, being confined to the ornamental work on her stern and some light injury to two or three boats. Unfortunately, though, an accident of a fatal character occurred on board. When she came in contact with the *Chih-li*, the bow of that vessel got under an anchor hanging on the starboard side of the *Audacious* and flung it clean on board. As it fell it struck the carpenter, Thos. Beatley, who was standing by the wheel of a gun, breaking four of his ribs and inflicting internal injuries which caused his death within two hours. This occurred between half-past eight and nine o'clock. The unfortunate man will most probably be buried to-morrow morning. This afternoon the damage done to the *Chih-li* was estimated by an officer from the *Audacious* with a view to getting it repaired as speedily as possible, at the cost of Her Majesty's Government. The following are some of the readings of the barometer on board the *Audacious* during the gale:—6 to 7 p.m., 29.61.; 8 p.m., 29.52.; 10 p.m., 29.33.

HONGKONG.

There has been little stirring during the past fortnight. Amusements are now scarce, and the performances of the band of the 28th Regiment have been the only recreation enjoyed by the residents here.

The 28th instant being Coronation day, the royal standard was hoisted at Government House, Head-Quarter House, the Naval Yard, etc., and all the men-of-war in harbour were decorated. At noon the usual royal salute was fired.

We hear that it is probable the Rev. James Lamont will terminate his connection with Union Church in March next. His numerous friends will, we are sure, hope that he may be induced to reconsider his decision.

Courts-martial have been held on Mr. Wood, engineer of the *Charybdis*, and Mr. Leitch, engineer of the *Modeste*, both on the charge of drunkenness, when the courts found the charges proved and adjudged the prisoners to be dismissed Her Majesty's service.

An excellent portrait of His Excellency Sir Arthur Kennedy, late Governor of Hongkong, having been painted by Mr. J. B. Coughtrie and exhibited at Messrs. Lane, Crawford & Co.'s, it was decided by the community, on the suggestion of the Press, to purchase it to adorn the walls of the City Hall. A subscription, limited to $2, was started, and in two days the amount ($200) was subscribed. The picture will be a pleasing and appropriate memorial of a highly popular Governor.

A meeting of the Legislative Council was held on the 21st inst. A report from the Committee on the Fire Brigade was read. It recommended that new boilers similar to those in the Dockyard engines should be substituted without delay for those at present attached to the Government engines, but did not consider any change in the engineering department of the Fire Brigade necessary.—The supplementary estimates to defray the charges of the year 1876 were read a first time.—The Companies' Ordinance was read a second time, and the Council went into Committee on it. Some discussion on its clauses took place, and eventually the Ordinance was passed and numbered 1 of 1877. The Council then adjourned.

We hear that the man Wong Apo, who was sentenced at the Criminal Sessions in May to five years' penal servitude and to be three times publicly flogged for burglary and assault on the police, almost succeeded the other night in breaking out of his cell. If our information is correct, he managed by some means to tear down a portion of the wall, which is of stone and two feet thick. A commission appointed by the Governor is sitting to inquire into the matter. Wong Apo is one of the prisoners whose flogging was countermanded by the Governor. He appears to be an interesting character—a suitable one, in fact, on which to try the effects of leniency. The assault on the police of which he was found guilty was the biting of a sergeant's thumb. He gnawed it to the bone, and the sergeant is still suffering from the wound.

It is with deep regret that we have to record the sudden and unexpected death, on the 16th ult., of Mr. William Harvey Bell, recently lessee and publisher of the *Daily Press* and *China Overland Trade Report*. Mr. Bell did not live to see his native land again, though within two days' journey of it. It appears that the steamer made a splendid passage in fair weather to Marseilles, but great heat was experienced in the Red Sea, and this, it is thought, rendered Mr. Bell more susceptible to cold, for immediately on reaching Marseilles, where it was comparatively chilly for the time of year, he took cold. This soon settled on his lungs, and in spite of all that medical care could do, he succumbed in a few days, before his brother, who had been telegraphed for when the symptoms became serious, could arrive. The announcement of Mr. Bell's premature demise will be received with much sorrow by his friends in the Colony.

We understand that the leading Chinese merchants of the colony have sent in to the Registrar-General a petition for presentation to the Governor on behalf of Chun Tsze Kai, one of the two men whom the Chief Justice committed to prison for six weeks a short time ago for giving false evidence in a case heard by his Lordship in Summary Jurisdiction. The petition prays for a commutation of the punishment. Mr. Chun belongs to the class of the literati and took his degree at Canton a few months ago. He is also a master of a hong in that city. He was formerly engaged in business in Hongkong, and has passed through the bankruptcy court here. This was one of the points on which his evidence was at fault. At first he denied that he was a bankrupt, but upon being pressed, admitted the fact. In addition to committing the men to prison for perjury, the Judge directed the Crown Solicitor to prosecute them for conspiracy to defraud.

The inquest on the body of the Chilian seaman, named Manoel Rae, murdered near Gage-street on the night of the 14th instant, lasted several days, and a great deal of evidence was taken. The inquiry was concluded on the 21st instant, when the jury returned a verdict to the effect that the deceased was wilfully murdered with a two-edged knife by some person or persons unknown, and that there were grave suspicions against Amico Giacomo and Pachoer Joseph, the former an Italian, and the latter an Austrian, who had been arrested on the charge of committing the act. These two men have been brought up at the Police Court and remanded until the end proximo to give the police an opportunity of procuring fresh evidence.—Another murder has since been committed in the colony. An aged Chinaman was attacked, when on the Ty-tam-tock-road on the evening of the 14th instant, by several men, who hacked him about in a frightful manner and then robbed him. He died a few days after of his wounds. An inquest was held on his body on the 25th instant, when the jury returned a verdict of wilful murder against some persons unknown. The murderers are still unidentified and at large.

CHINA.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

16th June.

The festival of the Dragon boats was observed here rather languidly. The so-called races were not worth mention this year, as only two or three put in an appearance on the river here. The reason is not far to seek, doubtless; the late inundation caused so much damage and distress that the people have little spirit for festivities just at present.

Committees have been appointed, I hear, for the purpose of collecting subscriptions in aid of the repair of the breaches in the river banks. The Viceroy has subscribed $5,000, the Provincial Treasurer has put his name down for $2,000, and the merchants of Canton have come out pretty liberally, I believe.

The inundation has recommenced slightly again, and if we have much of a downpour the low lying parts will speedily be completely under water once more. It is stated that the greater portion of Fatshan is flooded at the present time.

18th June.

It is in contemplation to erect a new Chinese Hospital in this port. The enterprise has been sanctioned by the Viceroy, who has further subscribed $500, and subscription lists will shortly be sent round to the merchants.

Several piratical junks were secretly moored near the bank of the Western Suburb on the 14th instant, with the intention of making a raid upon the neighbouring houses, but fortunately they were discovered, and some soldiers were sent to seize them. The pirates got scent of this intention, however, and cleared off before the arrival of the soldiers.

21st June.

The wife of His Excellency the Viceroy arrived here from Hunan on the 18th instant.

News has arrived here of a sudden and remarkable rise in the river up at Lin Chow, about five days journey from Canton. The water rose, it is said, to a height of about forty feet. Many hundreds of people were drowned and an immense amount of property was destroyed. The water has since sunk some fifteen feet, but is still very high.

The Chinese are proverbially careless with fire, and it is a wonder that more accidents do not happen with the kerosine lamps. On the 15th instant a shopman in a shop in the Western suburb managed to capsize one of these lamps, and was so severely burnt that he died in great agony of his injuries the following morning.

On Saturday last, the 16th instant, the old men's hospital, situated on the eastern side of the city, was attacked by a band of robbers. The aged inmates—whose infirmities and poverty should have protected them from such calamities—were plundered of goods to the value of fifty dollars, with which the bandits made off. One of the old almsmen was severely injured by the robbers, whose proceedings he ventured to dispute. The affair has been reported to the authorities, but nothing more will be heard of it in all probability.

22nd June.

The second inundation in the neighbourhood of this city has, I am glad to say, subsided to the extent of another foot, but a great deal of inconvenience and distress is still being experienced. Some towns are closed altogether owing to this cause, and the desire to keep out the marauding bands of robbers who are roaming about seeking what they may devour, or rather appropriate.

The other day another boat capsized in the river in this city and four of the passengers found a watery grave. The tide is so strong that their bodies have not yet been recovered.

There is much grumbling, not only deep but loud, among the traders here because the lekin station officers do not all charge the lekin tax according to the tariff issued by the Superintendent of Customs. But they will probably grumble and protest in vain, for tariffs are never long adhered to in this benighted land, where the great business of life with officials is to squeeze those engaged in trade to the uttermost cash.

FOOCHOW.

Ting Futai is, we understand, about to pay another visit to Formosa. His Excellency will probably leave this port for Taiwan-fu at about the close of the current month.

Notwithstanding the reported refusal of the Foreign Consuls to hold official intercourse with the Tung Sh'ang-chü, or Board of Foreign Trade, the Viceroy has, we are informed, appointed another officer to the presidency of that Board in lieu of Chên Taotai, who is about to leave for Peking.

Rice is, we hear, now selling in the city at $4 per picul. This time last year it was worth about $3 per picul. The former price is considered excessively high, though as compared with quotations in many other parts of the country, especially in Shantung and Chihli, it may be termed moderate. The large supplies recently received will doubtless have some effect in checking any further marked advance in value.

Heavy rains up country have had the usual effect on the river, which has risen to such an extent during the

bad news of the locusts, which now threaten to develop into a regular Egyptian plague. It is strange that there is always some part of the Empire suffering, either from famine, plague, inundation, or rebellion. The natives round Wuhu are digging holes to catch the young locusts, though, we believe, with but indifferent success. —*Shanghai Courier.*

TIENTSIN.

The U.S. steamer *Monocacy* reached this port a few days since from Chefoo, with prospects of remaining until the exigencies of, naval administration demand another move on the marine chequer-board. Heavy hail has fallen in certain limited districts in Shangtung, cutting down the grain and entirely destroying it. Persons who have recently travelled extensively in central Shantung and Chihli report the harvest as everywhere in excellent condition, owing largely to the exceptional and timely heavy spring rains. It is said there was a time at the beginning of the present dynasty when a picul of rice was sold at twenty tael cents, owing to disastrously splendid crops throughout the empire. Such a day is not likely to recur. The present price of rice is about two taels seven mace, and the land as usual is converted into an unroofed godown, while the side-streets are almost completely blockaded with bags in symmetrical mountains.

The C. M. S. N. Co.'s steamer *Lee Yuen* met with an accident at Taku bar on the 6th instant, by which her screw became entangled in the rudder post, and she was towed up the river.—*Shanghai Courier* Correspondent.

JAPAN.

YOKOHAMA.

A telegraph wire, connected the Kanagawa fort and the camp at Honmoku, is to be laid underground. The wire has already been laid as far as Sakuragi-cho through Takashima-cho.

A rumour, whether well or ill founded, we cannot at present say, is current in the settlement, that the Tosa people have openly declared in favour of the Satsuma insurgents.

Dr. Ermerius, of the Osaka hospital, returns to his native country on the expiration of the term of his agreement. A farewell banquet has been given in his honour by the native doctors in the hospital.

The unfortunate French sailor, Belleux, who was killed by Germans on the 4th instant, was buried on the 6th inst. in the Catholic Cemetery in presence of Admiral Veron, the captain of the *Atalante*, and a number of officers and sailors from the same vessel. The French and German Ministers, the captain of the German corvette *Elisabeth*, the French Consul, and a crowd of residents were also present at the funeral.

The preliminary inquiry held on board the German corvette *Elisabeth* into the assault with fatal results by sailors of that vessel upon Frenchmen belonging to the *Atalante*, is terminated. Suspicion of guilt has been found to attach to four men, who will be kept under strict arrest until instructions have been received from Germany, whither the depositions will be forwarded, as to how they are to be finally disposed of. Probably the order from the central authorities will be that they be sent home for trial and judgment, the court-martial held here having, without specially delegated authority, no supreme jurisdiction in an offence of the nature with which these men are charged.

An accident happened on the 6th inst. which resulted in a large quantity of specie being engulfed in the waters of the harbour. It appears that fifty-two cases of gold and silver, besides a quantity of copper slabs, had been discharged from the *Meiji Maru* into a cargo-boat, which was about to start for the shore with her precious freight, when the weight proved too much for the strength of the boat, and forced its way through the bottom into the water, and the whole cargo was sunk. The services of a diver were obtained from H.B.M.S. *Audacious*, and before night the most valuable part of the specie was recovered. The diver has now resumed his task, and we understand that all the specie and a quantity of copper slabs have been recovered, and that it will take but a short time to get up the remainder of the slabs.

An addition is to be made to the stock already on the Shimosa Farm by importations received from San Francisco by the *Belgic*, Mr. Ap Jones, who arrived in that vessel, has brought three mares and eleven head of yearling cattle. Of the mares two are three year old bay Clydesdales, in foal to a Percheron horse. The third is a three year old thoroughbred bay mare. The cattle are of the short-horned Durham breed, and comprise seven heifers and four bulls, which were purchased from the ranches of Mr. Jesse D. Carr of Salinas and of Mr. Shippey of Stockton. No trouble was experienced throughout the passage with any of the animals, which to the credit of Mr. Ap Jones, and his subordinate in charge, Mr. Kay, have been landed in splendid condition. Four horses and twelve mares purchased in Kentucky, and a further number of shorthorns, &c., are expected to arrive by early steamers.

The *Mai-nichi Shimbun* contains a graphic account of the affray between the French and Germans on Monday night, and after delineating the particulars—in which, by the by, it states that the Frenchmen had broken heads, broken arms, broken legs, and so forth—it goes on to state that "it has heard that the French Consul had requested the Germans to pay a fine of $3,000. The latter, however, thought this sum too great an indemnity; and so there is likely to be some difficulty about the matter; and the *Mai-nichi Shimbun* does not know how it will end. It goes on to say that the people of Yokohama are of the opinion that there is quite enought fighting going on in the interior without foreigners disturbing the peace of the country by their frequent brawls. The editor then moralizes as follows:—"If they (foreigners) are so very fond of fighting, they had better return to their own countries and fight on their own soil as much as they like."

An accident occurred to the *Amakusa-Maru*, late *Candia*, when off Cape Diamond, a promontory about nine miles on this side of Cape Ritu, at five minutes past midnight on the 14th-15th instant. The weather was very foggy, and the steamer, as in the case of the *City of Peking*, rather overran her reckoning. However, when the shock occurred she was going very slowly. She appears to have struck a rock above water, as a large hole was knocked in her forward compartment just on the water line. The engines were at once reversed, and the steamer was backed clear of the rock without difficulty, but breaking two blades of her propeller. The hole was stopped with a sail, and after a reasonable delay, to see that the water did not penetrate to the other compartments, Captain Dunn made for Yokohama, keeping along the coast, and arriving at the Dockyard about noon. On the 17th inst. the *Tokio-Maru*, bound for Shanghai and way ports, lay to off Yokoska, where the *Amakusa-Maru's* mails and passengers were transferred to her.—*Japan Gazette.*

We are informed that the death of the Imperial General Nodzu, which though often rumoured has never been officially announced, actually took place some weeks since. He was really the only Commander in whom the troops had any confidence, and there is no one on the side of the Government who is competent to fill his place.

Anton Williams, who, it will be remembered, was arrested whilst attempting to pass a forged $500 note of the Hongkong and Shanghai Banking Corporation in February last, has now been set at liberty. When making his deposition, General Van Buren promised Williams that if his testimony led to the conviction of the principal offenders, his own part in the crime would be leniently dealt with, and in the meanwhile he would be detained as a witness. The result confirming his Honour's anticipations, and the prosecutors meanwhile withdrawing their charge, Williams has accordingly obtained his freedom.

The trial of Peter Garhard Hanson for complicity in the forgery on the Hongkong and Shanghai Banking Corporation, took place on the 8th instant, when the prisoner, by advice of his Counsel, pleaded guilty to the third count of the indictment, which runs as follows:—"Alfred Henry Charles Buselwood aforesaid further charges that Anton Bennett, *alias* Julius Hakon Kinchoff, at some time unknown to the aforesaid prosecutor, but before the said seventh day of February in the year of our Lord one thousand eight hundred and seventy seven, feloniously did forge a certain note of the Hongkong and Shanghai Banking Corporation, commonly called a bank-note, for the payment of five hundred dollars, with intent thereby them to defraud. And Alfred Henry Charles Buselwood aforesaid further charges that the said Peter Gerhard Hansen, before the said last mentioned felony was committed, did maliciously and feloniously incite, move, procure, hire, counsel, aid, and abet the said Anton Bennett, *alias* Julius Hakon Kirchoff, the said last mentioned felony in the manner and form aforesaid, to do and commit against the form of the statute in such case made and provided and against the peace of our Lady the Queen her crown and dignity." It will be seen that in this count the prisoner was charged that he did "incite, move, procure, hire, counsel, aid, and abet" in the felony, and it might perhaps appear that the sentence of hard labour for one year, which was passed on the prisoner, was a lenient one. It should be remembered, however, that Sir Edmund Hornby long ago laid it down as his opinion that one year's imprisonment out here was held as equivalent to three years at home, and probably the remembrance of this ruling influences the decisions of those who preside over criminal cases here, though we are inclined to think that in many instances the offender gets an undue benefit by this consideration.—*Japan Mail.*

HIOGO.

The other day a Japanese was drowned in the pond just below the Inari temple on Suwayama. It seems that about 2 o'clock in the afternoon he was swimming out in the middle of the pond, which is very weedy, looking, so the Japanese said, for the eggs of a kind of widgeon—at least that is the translation given in Hepburn for the word that was used, though we suspect there must be a mistake somewhere. The man suddenly threw up his arms and disappeared, presumably from his legs getting entangled in the weeds. A number of tubs were set afloat and the bottom searched by the aid of bamboo poles, but for a long time without any result. A cook was then brought and set afloat on a piece of wood, the Japanese averring that if it saw the body in the water below it, it would crow. Nothing coming of this experiment, the search was resumed and the body was recovered when it had been immersed for some four hours. A large fire was then lighted and the body laid alongside of it for some time before removal.—*Hiogo News.*

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MULTITUDES of PEOPLE are hopelessly suffering from Debility, Nervous and Liver Complaints, Depression of Spirits, Hypochondria, Timidity, Indigestion, Failure of Hearing, Sight, and Memory, Lassitude, Want of Power, &c., whose cases admit of a permanent cure by the new remedy PHOSPHODYNE (Ozonic Oxygen), which at once allays all irritation and excitement, imparts new energy and life to the enfeebled constitution, and rapidly cures every stage of these hitherto incurable and distressing maladies.
Dr. BRIGHT'S PHOSPHODYNE is sold only in Cases at 70s. 6d. by all Chemists and Patent Medicine Vendors throughout the Globe.
Full Directions for use in the English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindoostani, Madrasee, Bengalee, Chinese, and Japanese Languages, accompany each case.
CAUTION.—The large and increasing demand for Dr. Bright's Phosphodyne has led to several imitations under similar names; purchasers of this medicine should, therefore, be careful to observe that the words "Dr. BRIGHT'S PHOSPHODYNE" are blown in the bottle, and that the Directions for use are printed in all the languages as above, without which none can possibly be genuine. EVERY CASE BEARS THE TRADE MARK AND SIGNATURE OF PATENTEE.
Sole Wholesale Agents for Singapore, Sole Wholesale Agents for Hongkong, Sole Wholesale Agents for Manila, Sole Wholesale Agents for Shanghai, Sole Wholesale Agents for Pekin, Sole Wholesale Agents for Yokohama } A. S. WATSON & Co., Hongkong.
Sole Wholesale Agents for Nagasaki, Sole Wholesale Agents for Hiogo, and small Ports of China } WATSON, CLARK & Co., Shanghai.
NOTICE TO THE TRADE.—For the future Dr. BRIGHT'S PHOSPHODYNE can only be procured from the above, who will supply on liberal terms. [522 1020
CROSSE & BLACKWELL'S
CELEBRATED OILMEN'S STORES,
Nine Prize Medals, Paris, Vienna, and Philadelphia.
PICKLES AND SAUCES.
JAMS AND JELLIES.
ORANGE MARMALADE.
TART FRUITS, DESSERT FRUITS.
PURE SALAD OIL.
MUSTARD, VINEGAR.
POTTED MEATS AND FISH.
FRESH SALMON AND HERRINGS.
HERRINGS A LA SARDINE.
YARMOUTH BLOATERS.
BLACKWALL WHITEBAIT.
PREPARED SOUPS, IN TINS.
PRESERVED VEGETABLES.
HAMS AND BACON, IN TINS.
PRESERVED CHEESE.
OXFORD AND CAMBRIDGE SAUSAGES.
BOLOGNA SAUSAGES.
YORKSHIRE GAME AND PORK PIES.
TONGUES, GAME, POULTRY.
PLUM PUDDINGS.
LEA AND PERRINS' WORCESTERSHIRE SAUCE.
Fresh supplies of the above and numerous other tasteable delicacies may be had from most Storekeepers.
CAUTION.
To prevent the fraud of refilling the bottles or jars they should INVARIABLY BE DESTROYED when empty. Goods should always be examined upon delivery to detect any attempt at substitution of articles of inferior brands.
All genuine goods bear the names of Crosse & Blackwell on the Labels, Corks, and Capsules of the Bottles, Jars, and Tins.
CROSSE & BLACKWELL,
PURVEYORS TO THE QUEEN,
52[976] SOHO SQUARE, LONDON. [June 23
CAUTION.
J. & F. MARTELL'S BRANDY.
It having come to our knowledge that spurious imitations are imported, Consumers should be careful to see that they obtain the genuine article with our Brand, which is to be had of all respectable Dealers. Agents—Matthew Clark & Sons, 72, Great Tower Street, London.
52[494 Mar. 31] MARTELL & Co.
PERFUMERY.
J. & E. ATKINSON'S
Eau. White Rose—Wood Violet—and Stephanotis. Eau de Cologne—Lavender Water. Prize Medals—London, Paris, Vienna, Cordova, Lima, Philadelphia. Sold by all first-class dealers throughout the World.
J. & E. ATKINSON,
24, Old Bond-street, London.
The genuine guaranteed by TRADE MARK—"A White Rose on a Golden Lyre," printed in seven colours. [a15 930—1
DINNEFORD'S FLUID MAGNESIA.
The best remedy for
ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION, and the best mild aperient for delicate constitutions, Ladies, Children, and Infants, and for regular use in Warm Climates.
DINNEFORD & Co.,
Chemists, London, and of Druggists and Storekeepers throughout the world.
N.B.—Ask for DINNEFORD'S MAGNESIA.
52[537] Agents—A. S. Watson & Co., Hongkong. [7 Ap
OAKEY and SON'S EMERY and BLACK-LEAD MILLS.
WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.
OAKEYS' WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., & 4s. each.
OAKEYS' INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.
OAKEYS' SILVERSMITHS' SOAP (NON-MERCURIAL), For Cleaning and Polishing Silver, Electro-plate, Plate-Glass, Marble, &c. Tablets, 6d. each.
OAKEYS' GENUINE EMERY, GRAIN AND FLOUR.
OAKEYS' EMERY AND GLASS CLOTH.
OAKEYS' CABINET GLASS PAPER, WELLINGTON BLOCK BLACKLEAD, &c.
OAKEYS' GOODS SOLD EVERYWHERE by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [621 289.
E. P. & W. BALDWIN,
WILDEN WORKS.
Near
STOURPORT, ENGLAND.
SHEET IRON,
Branded
"BALDWIN WILDEN,"
and
"SEVERN."
TIN PLATES,
Branded
"EP & WB"
"WH
"WILDEN,"
"UNICORN,"
"ARLEY,"
"STOUR."
STAMPING SHEETS,
BUTTON IRON.
SHEET IRON PICKLED, COLD ROLLED, And CLOSE ANNEALED.
Export Agents—
BROOKER, DORE & Co.,
2, ROOD LANE, LONDON, ENGLAND.
52[53] [Jan. 6
ELLWOODS' HATS AND HELMETS.
J. ELLWOOD & SONS,
VELVET, BEAVER, AND FELT HAT MANUFACTURERS. Sole Inventors, Patentees, and Manufacturers of the AIR CHAMBER HATS and HELMETS.
Universally acknowledged as so great a boon by all Residents in Hot Climates.
34, GREAT CHARLOTTE STREET,
495 52] LONDON, S.E. [MAY 31
In consequence of SPURIOUS IMITATIONS of
LEA AND PERRINS'
SAUCE,
which are calculated to deceive the Public, LEA and PERRINS have adopted
A NEW LABEL,
bearing their Signature,
LEA AND PERRINS,
which is placed on every bottle of
WORCESTERSHIRE SAUCE,
and without which none is genuine.
Ask for LEA and PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.
Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., and by Grocers and Oilmen throughout the World. [52 1795
NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1876.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, February, 1877.

VESSELS ON THE BERTH.

FOR MANILA.
THE Steamship
"ESMERALDA,"
Captain Thebaud, will be despatched for the above Port TO-DAY, the 30th inst., at 10 A.M.
For Freight or Passage, apply to
A. MACG. HEATON.
Hongkong, 27th June, 1877. [1002
FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"NAMOA,"
Captain Punchard, will be despatched for the above Ports TO-DAY, the 30th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 27th June, 1877. [1003
FOR TAIWANFOO AND AMOY.
THE British Steamer
"HOLYROOD,"
A. McVicar, Master, will be despatched for the above Ports TO-DAY, the 30th inst., at 2 P.M.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 28th June, 1877. [1012
STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s Steamship
"SUNDA"
will leave for the above place at 5 P.M. TO-DAY, the 30th instant.
ADAM LIND,
Superintendent.
Hongkong, 30th June, 1877. [951
STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"PEKIN"
will leave for the above place at 8 A.M. TO-MORROW, the 1st July.
ADAM LIND,
Superintendent.
Hongkong, 30th June, 1877. [952
OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW and PORTS on the YANGTZE.
THE Company's Steamship
"ACHILLES"
will be despatched on or about the 1st July.
For Freight or Passage apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th June, 1877. [99
FOR MANILA.
THE German Steamship
"OLYMPIA,"
Captain Nagel, will be despatched for the above Port on TUESDAY, the 3rd proximo, at Noon.
For Freight or Passage, apply to
A. MACG. HEATON.
Hongkong, 29th June, 1877. [1015
OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"MENELAUS"
will be despatched on or about the 5th proximo.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th June, 1877. [1014
FOR NEW YORK.
THE A1 American Ship
"MATCHLESS,"
J. C. Dawes, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 29th June, 1877. [1016
FOR WLADIWOSTOCK AND NICOLAJEFSK.
THE German Steamship
"ATALANTA,"
Petersen, Master, shortly expected from Singapore, will have immediate despatch as above.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 26th June, 1877. [998
FOR SHANGHAI.
THE British Steamship
"MIKADO,"
Barclay, Master, shortly expected from Singapore, will receive immediate despatch as above.
For Freight or Passage, apply to
WM. PUSTAU & Co.
Agents steamship "Mikado."
Hongkong, 25th June, 1877. [988
FOR HIOGO.
THE A1 British Ship
"DAPHNE,"
A. Arendrup, Master, will have immediate despatch.
For Freight, apply to
MEYER & Co.,
Agents.
Hongkong, 27th June, 1877. [7d1004
FOR NEW YORK.
THE A1 American Schooner
"PANOLA,"
Lunt, Master, will load here for the above Port, and will have early despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 25th June, 1877. [980
FOR LONDON.
THE A1 British Bark
"ROBERT HENDERSON,"
Gunn, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 12th June, 1877. [900
FOR SAN FRANCISCO.
THE A1 British Clipper Ship
"GRYFE,"
T. Roberts, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 4th June, 1877. [847
FOR NEW YORK.
THE A1 British Ship
"HANNAH LAW,"
Robert Greig, Master, will load here and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 4th June, 1877. [848
FOR SAN FRANCISCO.
THE A1 British Ship
"MADURA,"
Stanton, Master, will load here and will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 19th May, 1877. [768
FOR NEW YORK.
THE A1 American Ship
"HIGHLANDER,"
Hutchinson, Master, will load here and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 24th May, 1877. [791
MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1866. [tf1958
THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.
THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20% allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [tf1363

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *TEHERAN*, Captain Johnson, will leave this on SATURDAY, the 30th June, at Noon.
For further Particulars, apply to
ADAM LIND, Superintendent.
Hongkong, 20th June, 1877.
U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE U.S. Mail Steamer "CITY OF TOKIO" will be despatched for San Francisco, viâ Yokohama, on MONDAY, the 2nd July, 1877, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, viâ Overland Railways.
A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, viâ the Inland Sea Ports, about same date, and make close connection at Yokohama.
At New York, Passengers have selection of various lines of steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 1st proximo. Parcel Packets will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.
RUSSELL & Co.,
Agents.
Hongkong, June 19th, 1877.
NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SA